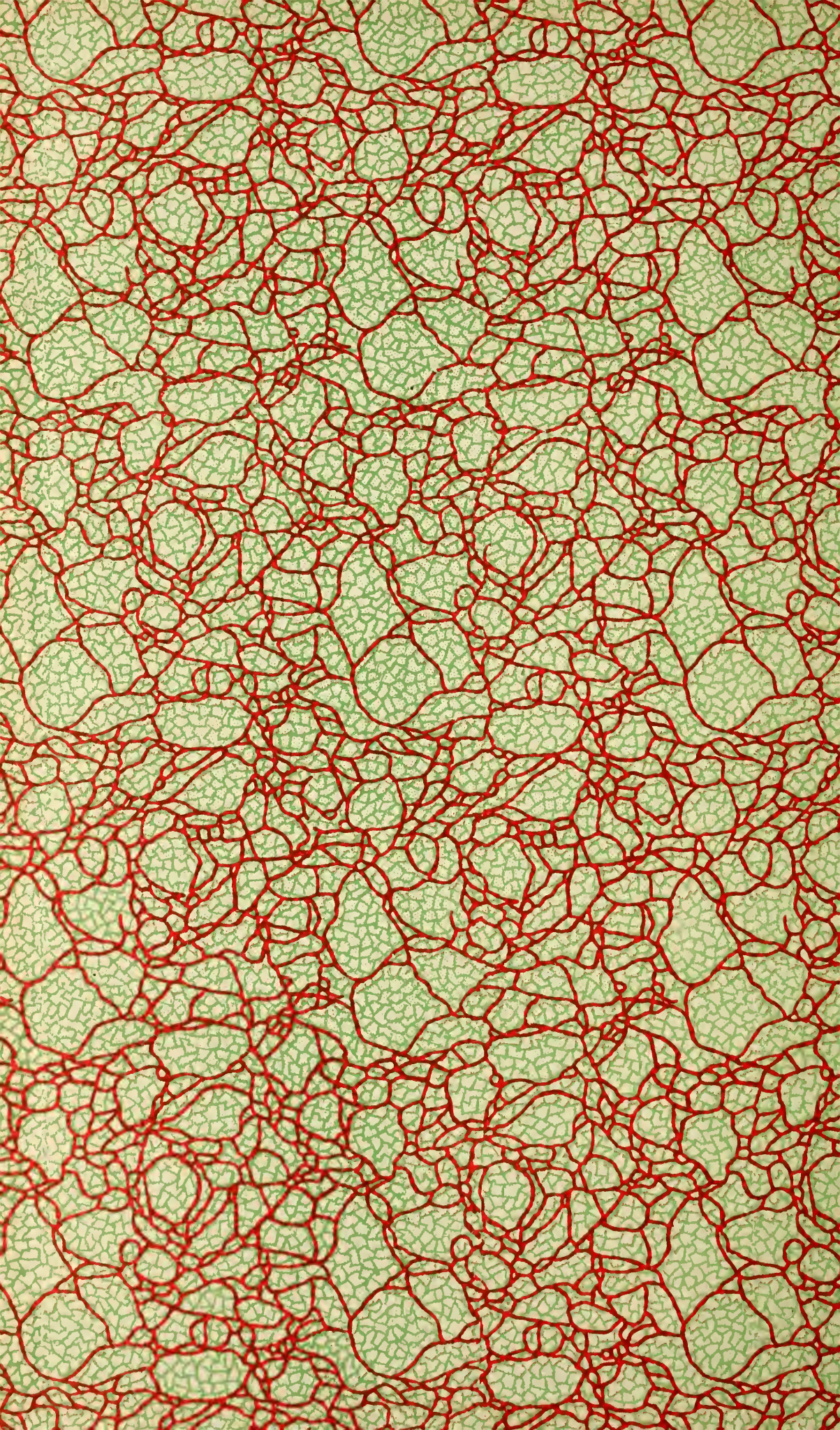
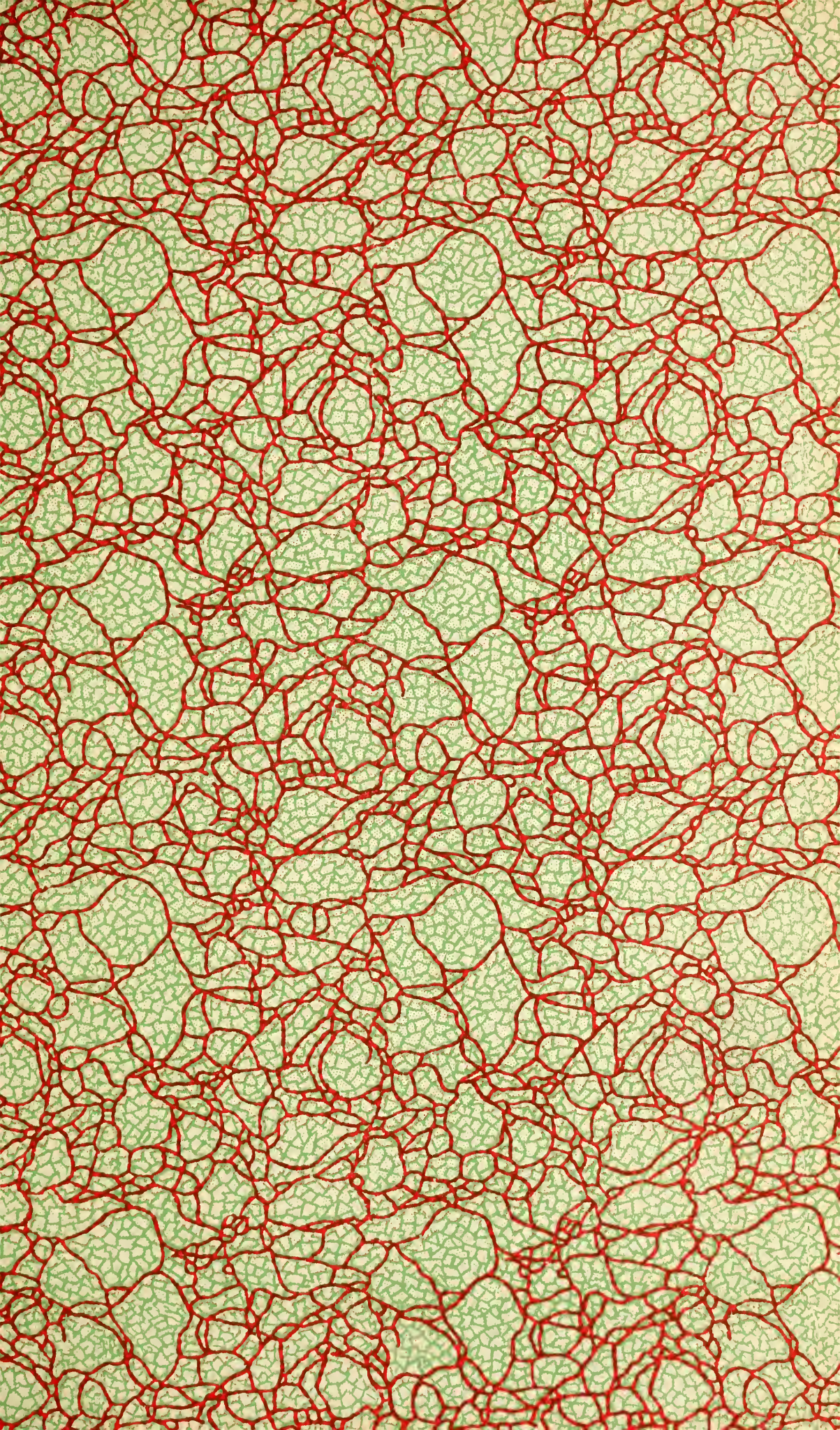


THE LINCOLN MEMORIAL WAY

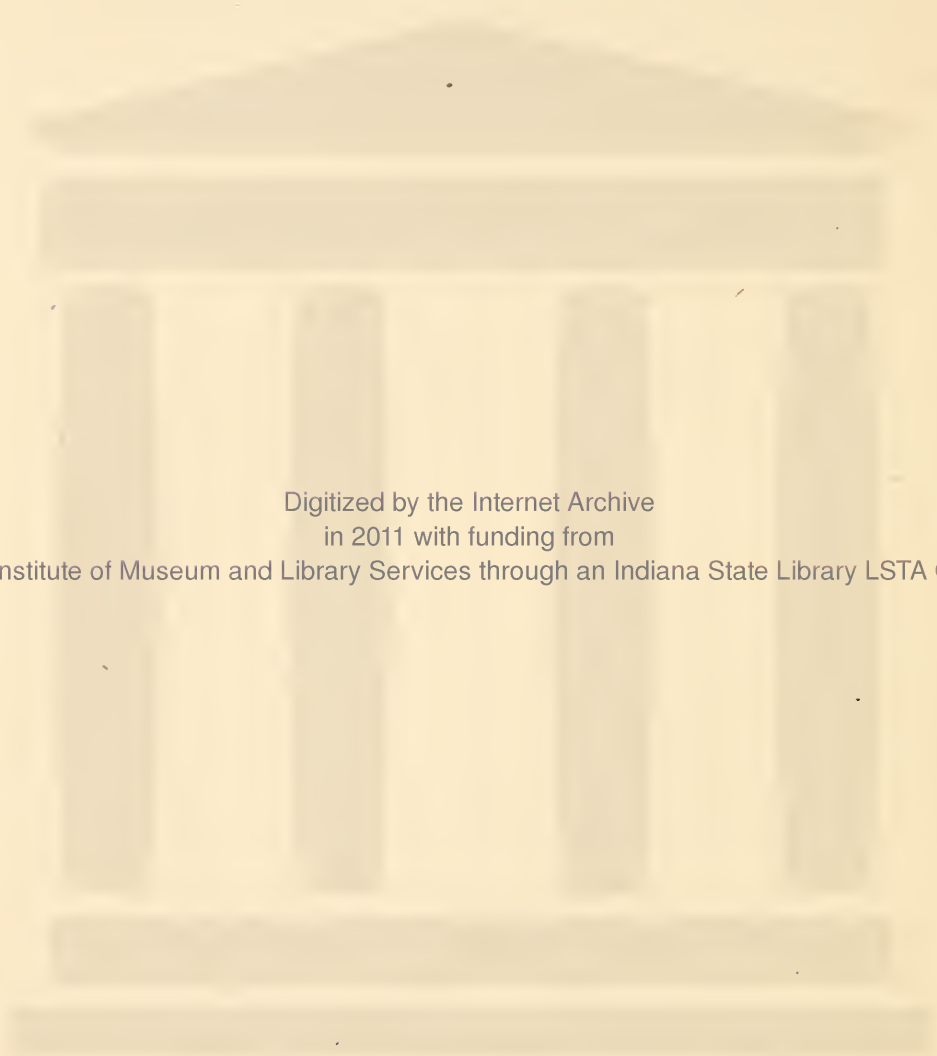
THROUGH  
INDIANA

LOUIS A. WARREN





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THE LINCOLN MEMORIAL WAY  
THROUGH  
INDIANA



REPORT OF COMMISSION  
appointed by  
GOVERNOR HARRY G. LESLIE  
to designate  
HISTORIC LINCOLN ROUTE

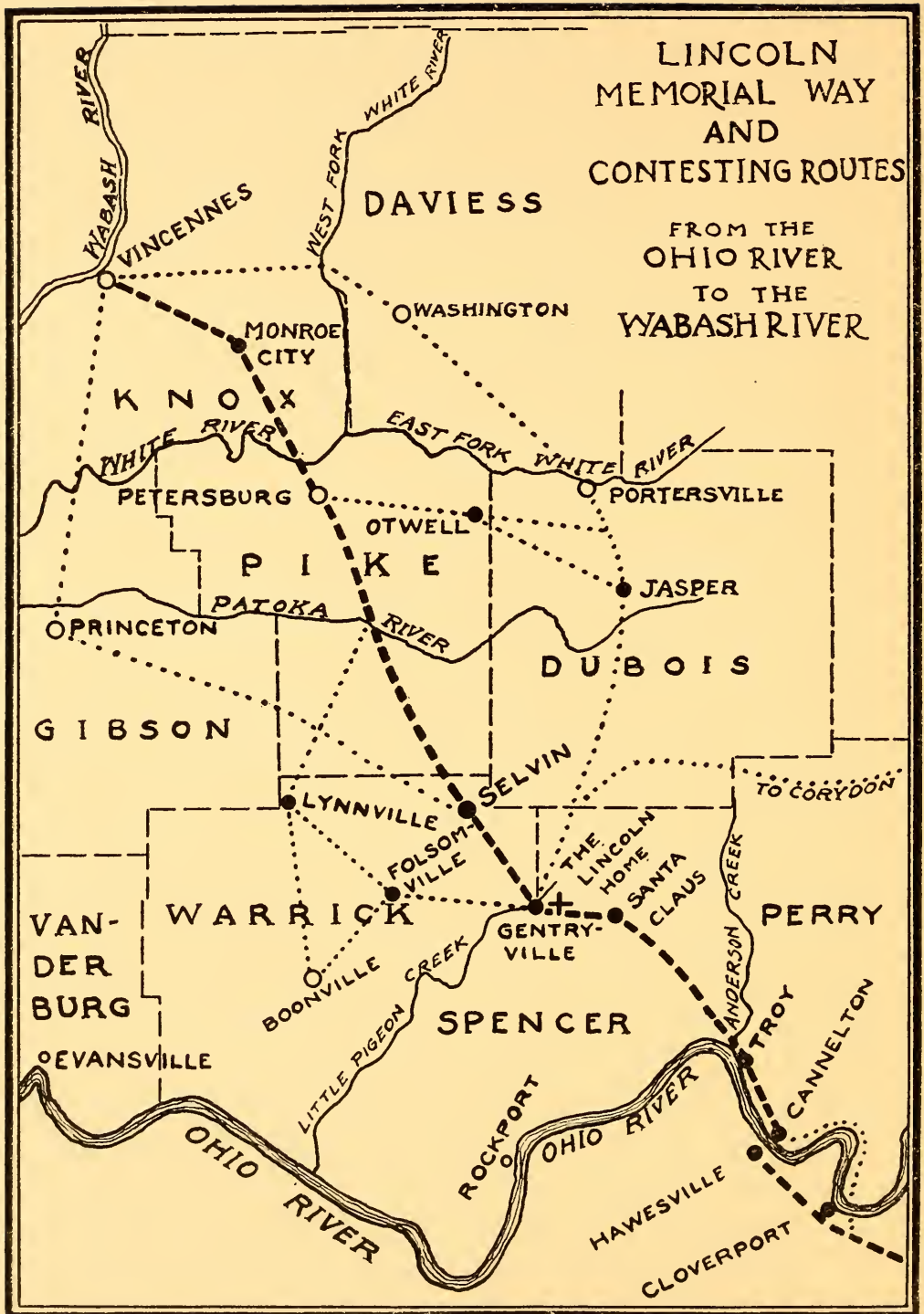
ARTHUR F. HALL, Fort Wayne, President

J. I. HOLCOMB, Indianapolis, Secretary

RICHARD LIEBER, Indianapolis

JESS L. MURDEN, Peru

CURTIS G. SHAKE, Vincennes



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## FOREWORD

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This report is submitted in printed form in order to recognize the very commendable effort put forth by the several organized groups which have carefully prepared evidence bearing on the proposed Lincoln Memorial Way. It is to be regretted that the complete text of all these briefs cannot be printed but this would necessitate a book of at least 400 pages, nearly 350 pages of printed and typewritten material having been prepared for consideration.

The Indiana Lincoln Memorial Way Commission wishes to express its appreciation for the splendid cooperation offered by the various community groups in supplying the valuable data which it has been able to use as its chief source of information.

The Commission is grateful also to Governor Harry G. Leslie for his continued interest in this effort and his generosity in making possible the publication of this printed report.



# TRANSMITTAL AND ACCEPTANCE

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## LETTER OF TRANSMITTAL

Honorable Harry G. Leslie,  
Governor,  
State of Indiana.

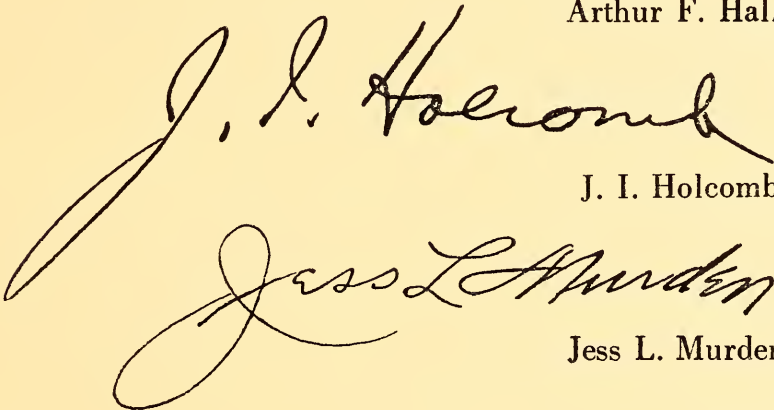
Dear Mr. Governor:

Your Commission appointed by you September 18, 1930, and co-operating with similar official bodies in the States of Kentucky and Illinois for the purpose of ascertaining as closely as possible the route traveled by the Lincoln group in 1816 from its crossing of the Ohio river to the present site of Lincoln City and thence in 1830 to Vincennes, begs to submit to you the attached report.

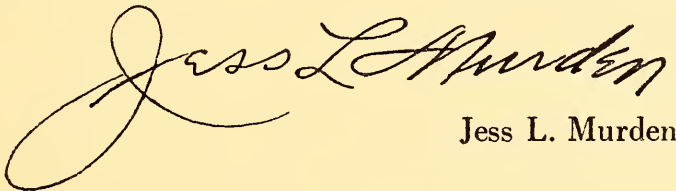
Very respectfully yours,



Arthur F. Hall



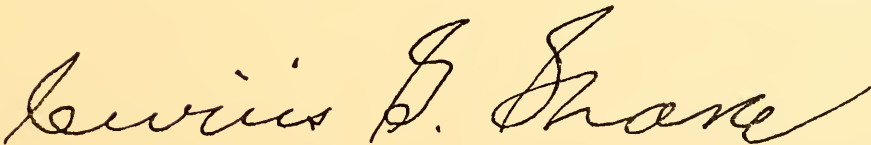
J. I. Holcomb



Jess L. Murden



Richard Lieber



Curtis G. Shake

Indianapolis,  
March 24, 1932.

## LETTER OF ACCEPTANCE

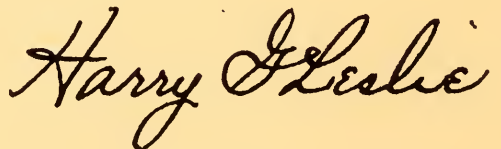
To the Gentlemen of the Lincoln Memorial Way Commission,  
Arthur F. Hall, Chairman.

Dear Mr. Hall:

I acknowledge receipt of your communication of February 24, 1932, and in accepting the same I wish to express to you and to the members of your Commission my appreciation and great thanks for the painstaking thoroughness as well as for the careful attention to detail in your research.

I have asked the State Highway Commission to proceed with their plans of acquisition of the needed right-of-way and construction of the memorial highway as outlined in your report.

Very truly yours,

A handwritten signature in cursive script that reads "Harry Leslie". The signature is written in dark ink and is positioned to the right of the typed name.

Governor of Indiana.

Indianapolis,  
March 25, 1932.

## PART ONE

---

### Lincoln Autobiographical Sketch

IT seems timely that some statement by Abraham Lincoln himself, which covers the early part of his life, should be incorporated in this report. An autobiographical sketch written by Abraham Lincoln in the third person, which was presented to John Locke Scripps, a newspaper correspondent, is the most complete of all his efforts. From this original composition an excerpt is made covering the history of Lincoln from the time of his birth to the date of his arrival in Illinois.

“Abraham Lincoln was born February 12, 1809, then in Hardin, now in the more recently formed county of La Rue, Kentucky. His father, Thomas, and grandfather, Abraham, were born in Rockingham County, Virginia, whither their ancestors had come from Berks County, Pennsylvania. . . . The present subject has no brother or sister of the whole or half blood. He had a sister, older than himself, who was grown and married, but died many years ago, leaving no child; also a brother, younger than himself, who died in infancy. Before leaving Kentucky, he and his sister were sent for short periods, to A B C schools, the first kept by Zachariah Riney, and the second by Caleb Hazel.

“At this time his father resided on Knob Creek, on the road from Bardstown, Kentucky, to Nashville, Tennessee, at a point three or three and a half miles south or southwest of Atherton’s Ferry, on the Rolling Fork. From this place he removed to what is now Spencer County, Indiana, in the autumn of 1816, Abraham then being in his eighth year. This removal was partly on account of slavery, but chiefly on account of the difficulty in land titles in Kentucky. He settled in an unbroken forest, and the clearing away of surplus wood was the great task ahead. Abraham, though very young, was large of his age, and had an ax put into his hands at once; and from that till within his twenty-third year he was almost constantly handling that most useful instrument—less, of course, in plowing and harvesting seasons. At this place Abraham took an early start as a hunter, which was never much improved afterward. A few days before the completion of his eighth year, in the absence of his father, a flock of wild turkeys approached the new log cabin, and Abraham with a rifle-gun, standing inside, shot through a crack and killed one of them. He has never since pulled a trigger on any larger

game. In the autumn of 1818 his mother died; and a year afterward his father married Mrs. Sally Johnston, at Elizabethtown, Kentucky, a widow with three children of her first marriage. She proved a good and kind mother to Abraham, and is still living in Coles County, Illinois. There were no children of this second marriage. His father's residence continued at the same place in Indiana till 1830. While here Abraham went to A B C schools by littles, kept successively by Andrew Crawford, ——— Sweeney, and Azel W. Dorsey. He does not remember any other. The family of Mr. Dorsey now resides in Schuyler County, Illinois. Abraham now thinks that the aggregate of all his schooling did not amount to one year. He was never in a college or academy as a student, and never inside of a college or academy building till since he had a law license. What he has in the way of education he has picked up. After he was twenty-three and had separated from his father, he studied English grammar—imperfectly, of course, but so as to speak and write as well as he now does. He studied and nearly mastered the six books of Euclid since he was a member of Congress. He regrets his want of education, and does what he can to supply the want. In his tenth year he was kicked by a horse, and apparently killed for a time. When he was nineteen, still residing in Indiana, he made his first trip upon a flatboat to New Orleans. He was a hired hand merely, and he and a son of the owner, without other assistance, made the trip. The nature of part of the 'cargo-load,' as it was called, made it necessary for them to linger and trade along the sugar-coast; and one night they were attacked by seven negroes with intent to kill and rob them. They were hurt some in the melee, but succeeded in driving the negroes from the boat, and then 'cut cable,' 'weighed anchor,' and left.

"March 1, 1830, Abraham having just completed his twenty-first year, his father and family, with the families of the two daughters and sons-in-law of his stepmother, left the old homestead in Indiana and came to Illinois. Their mode of conveyance was wagons drawn by ox-teams, and Abraham drove one of the teams. They reached the county of Macon, and stopped there some time within the month of March. His father and family settled a new place on the north side of the Sangamon River, at the junction of the timberland and prairie, about ten miles westerly from Decatur. Here they built a log cabin, into which they removed, and made sufficient of rails to fence ten acres of ground, fenced and broke the ground, and raised a crop of sown corn upon it the same year."

## PART TWO

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### History of the Lincoln Memorial Way

THE early biographers who had occasion to visit the Kentucky, Indiana, and Illinois home sites of Abraham Lincoln were the first ones who gave any thought to the available arteries of travel which connected these three communities.

The growing fame of Lincoln and the development of shrines at these points were contributing factors to the increasing interest which centered about these three widely separated localities.

It was not until the introduction of the automobile that much attention was paid to the possibility of making a continuous pilgrimage from the birthplace in Kentucky to the burial site in Illinois, passing by the home location in Indiana.

These first itineraries were made with but one object in view—the choosing of the best roads which connected with these sites irrespective of any specified route. It appears that short stretches of road in all three of the states soon became recognized as highways over which Lincoln traveled at some time, and the idea finally took root that in visiting these three shrines it would add much to the pleasure of the observer if he felt he was following the route which Lincoln himself followed from Hodgenville, Kentucky, to Springfield, Illinois, by the way of what is now Lincoln City, Indiana.

This desire which made itself felt by the people who were traveling between these points in greater number each year caused this question to be asked, “Which way did the Lincolns go?” And this is the question that brought into being the three commissions which are now laboring over this problem, and the other commissions which have contributed to this inquiry in the past.

The first published accounts of what had been done on this project previous to the year 1915 are to be found in the reports of the Board of Trustees of the Illinois State Historical Society. A preliminary printed report under the caption *The Lincoln Way* was released by the trustees in 1913, giving an account of the investigation made by C. M. Thompson. In 1915 a more extensive report was prepared under the title *Investigation of the Lincoln Way*.

In the preparation of this last publication there are set forth the preliminary resolutions of both the Kentucky and the Illinois groups to establish a road to be known as the "Lincoln Way."

A copy of these resolutions follows:

Urbana, Illinois, February 20, 1915.

To the Speaker and Members of the House of Representatives of the Forty-Ninth General Assembly.

Gentlemen:

The Forty-Seventh General Assembly adopted the following as House Joint Resolution No. 25:

"WHEREAS, The People of the State of Illinois, ever mindful of their deep and lasting obligation to Abraham Lincoln, and with abiding love and reverence do strive continually to honor his name and memory; and

"WHEREAS, It is the sense of the People of Illinois that a fitting and permanent memorial to the memory of the great emancipator would be the consecration and dedication of the route that he traveled from the place of his birth in Kentucky, through Indiana, and thence to his tomb at Springfield, to be known forever as the 'Lincoln Way'; and,

"WHEREAS, At its last session the legislature of Kentucky enacted a law naming the route over which Abraham Lincoln traveled from his home at Hodgeville (Hodgensville) to Indiana, 'The Lincoln Way,' and, in the hope that the State of Indiana will join the states of Kentucky and Illinois in establishing and completing this fitting memorial; therefore, be it

*"Resolved, by the House of Representatives, the Senate concurring therein, That the Board of Trustees of the Illinois State Historical Library be and they are hereby requested to make the necessary investigations to determine the exact route traveled by Abraham Lincoln in his removal from Kentucky to Illinois, and to report to the General Assembly at as early a date as possible, and make such recommendations as they deem advisable to carry out the purposes of this resolution."*

Although the Kentucky Legislature adopted its resolution with reference to the Lincoln Way in 1910 and the Illinois House and Senate authorized the selection of the route a year later, it was not until 1915 that the Legislature of Indiana took the following action with respect to the road:

“WHEREAS, the State of Illinois has been endeavoring through a commission authorized by its Legislature to determine and mark the route from the Wabash river westward through Illinois traveled by Abraham Lincoln and his father’s family when they emigrated from Indiana in 1830, therefore,

“BE IT ENACTED, By the General Assembly of the State of Indiana: that the Governor shall within 30 days after this act takes effect appoint a commission consisting of two persons, who shall serve without compensation, but shall be allowed traveling, hotel, and other necessary expenses in connection with their investigation, which sums are to be paid on warrants approved by both members of the commission.

“It shall be the duty of said commission to make a careful inquiry, with a view to determining the route through Indiana traveled by Abraham Lincoln and his father’s family when they removed from their home near the town of Gentryville, in Spencer County, Indiana, to Macon County, Illinois, in 1830. The commission shall have power to administer oaths and compel the attendance of witnesses and the production of books and newspapers necessary to its investigation. After the conclusion of its inquiry it shall report the results of its labors to the Governor before the next regular meeting of the General Assembly.

“The sum of five hundred dollars is hereby appropriated for the purpose of carrying out the provisions of this act.”

In compliance with the foregoing law the Governor appointed Joseph M. Cravens, of Madison, and Jesse W. Weik, of Greencastle, members of the Commission.

Four years after Mr. Thompson began his studies under the direction of the Board of Trustees of the Illinois State Historical Library, his findings were submitted to the legislature. In a little less than two years after their appointment, Messrs. Cravens and Weik, the Indiana Commissioners, on December 15, 1916, prepared a report for the Governor.

In a letter written under the date of October 3, 1919, Joe S. Boggs, commissioner of the Department of Public Roads for the State of Kentucky, stated that “no investigation as to the construction of a highway known as the ‘Lincoln Way’ in Kentucky has been made.”

No definite action was taken by any one of the three states with respect to building the road, and interest in the project began to wane. At no time, however, did those living along the contemplated routes

abandon the hope that a road would be built eventually. In the December, 1926, number of the Indiana History Bulletin, which recorded the proceedings of the Southwestern Indiana Historical Society, the address of William L. Barker on the "History of the Lincoln Route" is published. On February 12, 1927, Kate Milner Rabb contributed to the Indianapolis Star an article on the Lincoln route, furnishing a map to visualize the road.

Later in the same year, Representative Rathburn introduced a bill in Congress for the building of a highway to be known as the Lincoln Memorial Road, following the route the Lincolns took in migrating from Kentucky to Indiana and then on to Illinois. The following year considerable agitation was built up in Hardin County, Kentucky, over the probable route the Lincolns followed.

Illinois then began to form Lincoln Memorial Highway associations which finally resulted in the appointment of a commission by Governor Emmerson, to mark out the route. Some time after this, Governor Sampson, of Kentucky, appointed a commission for the same purpose, and Governor Leslie brought Indiana into line by selecting five men to establish the Indiana route.

It is not the purpose of this brief history of the Lincoln Memorial Way to discuss further developments which have taken place in Kentucky or Illinois except as they directly effect the work of the Indiana Commission.

The present movement to locate the Lincoln Memorial Way in the state is by no means a new project, but a revival of interest which has been agitated more or less since the commission was appointed by Governor Ralston in 1915. In Indiana, at least, the project is still concerned with the original idea of building a memorial highway from Lincoln's cradle to his grave, following as closely as possible the route through the state, taken by the family at the time of the 1816 and 1830 migrations.



## PART THREE

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### Appointment of Present Commission

THE present Indiana Lincoln Memorial Way Commission, chosen to select the route which the highway should follow through Indiana, was appointed by Governor Harry G. Leslie on September 18, 1930, and consists of the following members:

Arthur F. Hall, Fort Wayne; J. I. Holcomb, Indianapolis; Jess L. Murden, Peru; Curtis G. Shake, Vincennes; and Richard Lieber, Indianapolis.

The Governor stated that "the Commission is authorized to proceed with the undertaking along the lines that they think best."

At the meeting of the Commission, for the purpose of organization, the following officers were elected:

President, Arthur F. Hall; Secretary, J. I. Holcomb. The Commission also voted to invite Dr. Louis A. Warren, Director of the Lincoln Historical Research Foundation, to serve as historian of the Commission.

The Governor had in mind, at the time of selecting these men, the different viewpoints and qualifications of the individuals named, which he felt would guarantee a thorough and unprejudiced investigation free from provincial influences and personal ambitions.

Mr. Arthur F. Hall, the president of the Commission, is president of The Lincoln National Life Insurance Company of Fort Wayne. He is a recognized executive and a lifelong admirer of Abraham Lincoln.

Mr. J. I. Holcomb, the secretary, a large industrialist of Indianapolis, is the president of the Indiana Lincoln Union, which is cooperating with the State of Indiana in creating a national monument for Nancy Hanks Lincoln and her illustrious son.

Mr. Jess L. Murden, of Peru, Indiana, was at the time of his appointment a member of the State Highway Commission.

Mr. Curtis G. Shake is an attorney at Vincennes, who was one of the committee of three to set in motion the present movement in Indiana to arouse interest in the building of the highway.

Mr. Richard Lieber, director of the State Department of Conservation, and executive chairman of the Indiana Lincoln Union, has developed a state-wide system of parks and historic monuments.

This Commission consists of an executive of a large institution, the president of the Indiana Lincoln Union, a highway expert, an attorney, and the director of the Indiana park system. They called in Dr. Louis A. Warren, director of the Lincoln Historical Research Foundation, and an authority on the life of Lincoln, to assist them in compiling the data to be gathered.

Inasmuch as but one member of the Commission resides in the territory where the highway is to be built, and he lives at the extreme western terminal of the road, it can be truthfully said that no influence of a provincial nature found expression in the deliberations of the Commission.

## PART FOUR

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### Resolutions on Procedure

**A**T one of the regular meetings of the Commission held at Indianapolis on April 16, 1931, the following resolutions were adopted unanimously:

1. That the Indiana Lincoln Memorial Highway Commission adopt as a tentative route over which the Lincoln family travelled from Lincoln City to Vincennes in 1830, a road passing through the towns designated by the Cravens-Weik report to Governor Ralston on December 15, 1916.

2. Due to the fact that no official report was made of the route the Lincolns travelled from some point on the Indiana side of the Ohio to Lincoln City in 1816, and inasmuch as two points, Troy and the mouth of Anderson Creek, are mentioned by the Cravens-Weik Commission in their deliberations, the route from Troy to Lincoln City be designated as a part of the tentative route in Indiana.

3. As it does not fall within the jurisdiction of the Indiana Commission to determine where the Lincoln family crossed the Ohio river in the year 1816 in the event that the Kentucky Commission finds the crossing at some other place than Troy, the road between that point of crossing and Troy is hereby made a section of the tentative route.

4. That the entire tentative route through the State of Indiana be divided into seven sections as follows:

LINCOLN MEMORIAL HIGHWAY IN INDIANA  
Sections of Route

1. Ohio River Terminal of Kentucky Route to Troy.
2. Troy to Lincoln City.
3. Lincoln City to Dale.
4. Dale to Jasper.
5. Jasper to Petersburg via Ireland, Otwell, and Algiers.
6. Petersburg to Vincennes.
7. Vincennes to Wabash River Terminal of Illinois Route.

5. The Commission invites any organized group of not less than ten to furnish briefs containing documentary evidence to support the fact that a wagon road passed through their respective communities on the tentative route as early as the respective migration, and that the Lincolns passed over this route; also to furnish briefs in refutation of any alternative routes which may be proposed.

6. The Commission also invites any organized group living in a community not on the tentative route to prepare briefs in refutation of the Cravens-Weik findings or supply written evidence supporting some other route over which the Lincolns may have traveled.

7. The historian of the Commission is authorized and instructed to furnish to any organized group or groups, upon request, information about sections of road not included in the tentative route which the Commission may have under consideration.

8. That no public hearing be arranged, but briefs may be prepared which must be in the hands of the Commission by September 1, 1931. Five legible copies of each brief shall be submitted.

These resolutions by order of the Commission were made available to newspapers published within the interested territory.

The adoption of a tentative route not only seemed expedient, but the Commission was very anxious to recognize the efforts which had been put forth by the Governor Ralston Commission in 1915 and 1916. Mr. Cravens and Mr. Weik were able to give considerable time to their investigations, and to ignore their conclusions would be a reflection on the purpose of the present commission to weigh carefully all the evidence which would be made available.

The route designated by the Commission was therefore made the tentative route around which all evidence would first be assembled.

The dividing of the route into sections, it was thought, would systematize the work.

How the evidence in the hands of the various groups known to have collected information might best be laid before the Commission was another important consideration. Careful observation led to the decision that the data should be presented in the form of briefs.

First, economy of both time and money for all parties interested was largely responsible for arriving at this decision. The members of the Commission living in widely separated communities would find it impossible to attend frequent meetings where it would be necessary for all to be present, the traveling to any given point consuming more time than the meetings themselves. Economy in expenses would also have to be considered, as the Commission received no appropriation whatever to carry on its investigations. The same saving of time and money would be realized by those who might find it necessary to spend several days and travel many miles to get their oral testimony before the Commission.

The second factor which seemed to favor the preparing of briefs was the reducing of the personal equation in the deliberations to a minimum. With public hearings giving way to the preparing of written testimony, there would be no danger of conflicting oratory with facts and drawing conclusions from demonstrations and enthusiasm rather than from an orderly arrangement of data. The program of conducting hearings with fairness to all contestants could not possibly be arranged with equal fairness to the groups interested.

A third and important factor contributing to the decision that a brief should be presented to each member of the Commission was the desire that the several individuals comprising the Commission would have all the data before them for their own personal consideration and draw their own conclusions from the data without being influenced in their conclusions by other members of the Commission. This would assure an unprejudiced and fair decision.

Therefore it was concluded that any information of value must be put in writing, and maps, charts, or pictures should be used for the purpose of visualization. This decision to put all evidence in writing and to have no public hearing or conference has contributed much towards allowing the Commission to arrive at a fair and just decision.

## PART FIVE

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### Briefs Submitted to the Commission

**I**N response to the announcement that briefs from organized groups of not less than ten members would be invited up to September 1, 1931, arguments from the following organizations were in the hands of the individual members of the Commission by the specified time:

- Cannelton Chamber of Commerce.
- Corydon, Indiana, Lincoln Memorial Highway Association.
- Daviess County Memorial Way Association.
- Gentryville Lincoln Memorial Way Association.
- Lincoln Ferry Memorial Association.
- Milltown Business Men's Club.
- Princeton Rotary, Kiwanis, and Advertising Clubs.
- Selvin Community Group.
- The Buffalo Trace Historical Association.
- Vincennes Chamber of Commerce.
- Warrick County Lincoln Route Association.

The contents of these briefs made it necessary for the Commission to create two distinct and discriminating atmospheres for studying the migrations of the Lincolns. During the interval of fourteen years from 1816, the time when the Lincolns arrived in Indiana, and 1830, the date on which they left the state, the commonwealth had grown from fifteen counties to fifty-eight counties. The population had a remarkable increase during this period which allowed Indiana to emerge from a wilderness condition to one which was well traversed with roads in every direction, sufficiently marked and opened for the thousands of new inhabitants to move their household goods into nearly every community in the southern part of the state at least.

When the Lincolns arrived in 1816 there were but 63,000 people in Indiana, but by the year 1830 when they left, there were 341,582 inhabitants in the state.

The conditions surrounding the two migrations were so different that it became necessary to make two separate studies of the situation based on entirely different backgrounds. The first task was to study the briefs which referred to the migration from Kentucky to Indiana in 1816.

## PART SIX

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### Digests from Briefs on 1816 Migration

**T**HE briefs presented by the groups interested in the 1816 migration first engaged the attention of the Commission. The following organizations submitted evidence sustaining certain routes said to have been traveled by the Lincolns from the point at which they crossed the Ohio to the Lincoln home site in Spencer County:

Cannelton Chamber of Commerce.

Corydon, Indiana, Lincoln Memorial Highway Association.

Lincoln Ferry Memorial Association.

Milltown Business Men's Club.

#### CANNELTON CHAMBER OF COMMERCE

The brief submitted by the Cannelton Chamber of Commerce consists of fourteen typewritten pages, photostat copies of two documents, and a map. The brief is signed by E. D. Jones as chairman of the Lincoln Memorial Highway Committee of the Chamber of Commerce.

Exhibit No. 1. A map showing parts of Indiana and Kentucky, showing a line indicating the general route of the Lincoln family as our research has shown.

Exhibit No. 2. A photostat copy of a document written by Jacob Weatherholt, Jr., in 1866, stating that in 1816, when Weatherholt was 21 years of age, his father, Jacob Weatherholt, who operated the Ohio River ferry at Tobinsport, ferried the Lincoln family across the Ohio River.

Exhibit No. 3. A typewritten copy of the Weatherholt document referred to in the above.

Exhibit No. 4. A photostat copy of the deed referred to in the Weatherholt document.

Exhibit No. 5. A certified copy of a road petition addressed to the Judge of Perry County (Indiana) Circuit Court, praying that a road be established from Beulah Lamb's Ferry (Tobinsport) to Troy, then the county seat of Perry County.

Exhibit No. 6. A report of the viewers, indicating they had complied with the court's order mentioned in the preceding paragraph, and that road had been laid out.

Exhibit No. 7. A certified copy of the court's order appointing road supervisor for the road from Beulah Lamb's Ferry to Troy.

Exhibit No. 8. This exhibit is a copy of report made by road viewers, showing that a road had been established from Troy to the Warrick County line, passing within one mile of Lincoln's Indiana farm.

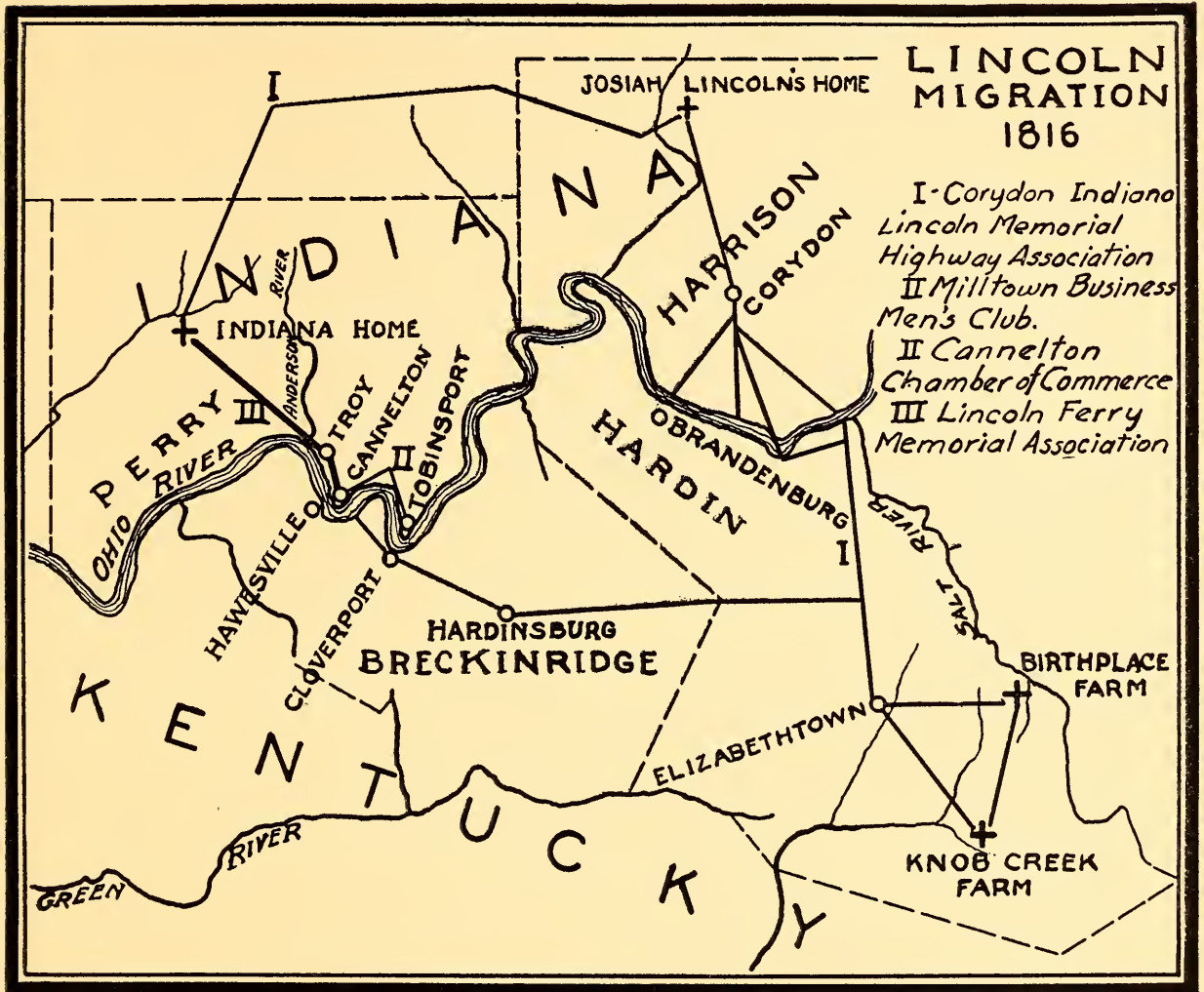


Exhibit No. 9. A copy of a record found in Breckinridge County (Ky.) court records, showing a ferry across the Ohio River was granted to Joseph Huston on October 15, 1802.

Exhibit No. 10. An affidavit signed by James A. Sweeney.

The affidavit evidence in this brief by James A. Sweeney, Walter R. Hawkins, and Mathias Miller affirms that the Lincolns crossed the Ohio River at Tobinsport. One other affidavit which is presented affirms the authenticity of the document written by Jacob Weatherholt, Jr.

The claims of the Cannelton Chamber of Commerce may be tabulated as follows:

1. Jacob Weatherholt, Sr., ferried the Lincolns across the Ohio at Tobinsport.

2. The Lincolns followed a road laid out from Beulah Lamb's Ferry to Troy.

3. From Troy the family traveled a road established from Troy to the Warrick County line which passed within one mile of the Lincoln home site.

## CORYDON LINCOLN MEMORIAL HIGHWAY ASSOCIATION

There are twenty-nine typewritten pages, one plat, and a supplemental map included in the brief of the Corydon Lincoln Memorial Highway Association.

The subject matter is discussed under the following captions:

Lincoln locations in Kentucky and the roads thereon.

Ferries across the Ohio River.

Roads to Corydon.

Corydon.

The residence of Josiah Lincoln in Harrison County, Indiana.

The roads from Corydon.

Letters written by James Polk, eldest son of Chas. Polk II and grandson of Capt. Charles Polk.

Thomas Lincoln's relatives and friends.

Affidavits in support of the probability of facts stated above.

The soldiers' route north.

Cannelton claims—the Weatherholt deed.

The Cloverport-Troy theory.

The Lincoln Highway Commission report (1816) summary.

The documentary evidence filed by the Corydon group is exhibited under these titles:

Exhibit 1. Road Petition—Elizabethtown to Ohio River.

a. Appointment of Thomas Lincoln as patroller.

Exhibit 2. Petition for ferry across Ohio by John Sturgin.

a. Petition for ferry across Ohio by Solomon Brandenburg.

Exhibit 3. Viewers appointed on road from Norris's Ferry to Corydon.



Exhibit 4. Viewers appointed on road from Doup's Ferry to Corydon.

Exhibit 5. Report of viewers appointed to mark out road from Coosenberry's Ferry to Corydon.

Exhibit 6. Record of land petition to Josiah Lincoln.

Exhibit 7. Petition for a road from Corydon to Gov. Harrison's Mill.

Exhibit 8. Viewers appointed on above road.

Exhibit 9. Petition for road from Corydon to intersect above road.

a. Report of reviewers on aforesaid road.

Exhibit 10. Petition for a road from Corydon to Vincennes Trace via Harrison's Mill.

The affidavits in the brief released in Exhibits 11 to 21 were signed by the following persons: Kate C. Allen, W. G. Cowley, G. E. McMurry, Louis Worth Withers, Ada L. Bunger, Lena Ditto Furrie, Addie Ross Cunningham, William T. Slaughterback, Jacob L. Summers, Mrs. Harriet Ott, Seth Seacat and Sherman T. Briscoe.

Under Exhibit Nos. 22, 23, and 24 the Corydon brief submits 33 land abstracts and other data to support their contention that the Jacob Weatherholt document submitted by the Cannelton Chamber of Commerce is fraudulent.

The claim of the Corydon, Indiana, Lincoln Highway Association can be summarized by a paragraph from its brief as follows:

"This brief is presented by persons who believe that Thomas Lincoln in his trip to his new home at Lincoln City crossed the river into Harrison County, Indiana, traveled thence north through Harrison to the north part of that county where his brother Josiah lived, and thereafter traversed over more or less established routes to his location."

The map submitted by the Corydon committee notes five different ferries across the Ohio, any one of which might have been used in approaching Corydon. They are as follows: Coosenberry, Sturgin or Norris, Brandenburg, Doup and Mauckport.

From Corydon to Lincoln City the following points touched by the route are mentioned: Harrison's Mill, Josiah Lincoln's Home, Pilot Knob, thence the road runs near Milltown and Marengo and north of English in Crawford County through Ferdinand in Dubois County, thence to Lincoln City.

## LINCOLN FERRY MEMORIAL ASSOCIATION

William Grass, president; John Huebschmann, vice-president; and Robert Carlton, secretary.

The brief prepared by this association consists of thirty-three typewritten pages, and a copy of one document—the report of Francis Posey and Stephen McDaniels, viewers of the Troy and Santa Fe Road.

Affidavits are submitted by the following persons:

Green B. Taylor, James W. Taylor, Edw. H. Boulware, John Hertzing, John Heubschmann, John Conner, Frank Conner, Lawrence O'Connor, Charles Schetzinger, Henry Englebrecht, Fred Kanzler, James F. Martin, Isaac S. Bramel, William Polster, William Grass, Edw. A. Lorch, Cullen Sauder, Arthur T. Ray.

The claims of the group are set forth in the following resolutions which are based on the above affidavits:

“To the Lincoln Memorial Highway Commission of Indiana:

“Gentlemen:

“Be it Resolved, That we, members of the Lincoln Ferry Memorial Association and citizens and residents of Spencer and Perry counties, Indiana, born, reared and living in the vicinity of what is known as Lincoln Ferry over Anderson River, the boundary line between Spencer and Perry counties, Indiana, do earnestly and respectfully request your Honorable Commission to locate and dedicate the Lincoln Trail over what is known as the Santa Fe and Troy Road. This road leads northwest from Lincoln Ferry over Anderson River through Santa Fe to Lincoln City, Indiana, the home of the Lincoln family for many years and the burial place of Lincoln's mother, Nancy Hanks Lincoln.

“We would further represent and show that the undersigned petitioners are descendants from the pioneers of this vicinity and through family tradition know that the Lincoln family traveled the Santa Fe and Troy Road to their destination at Lincoln City, Indiana. This road leads north out of Maxville, Spencer County, Indiana, about four hundred feet west from the site of the Lincoln Ferry in a general northwestwardly direction to and through what is now known as Evanston, Indiana, on past the Leistner Church; thence to and through Santa Fe, Indiana; thence one-quarter mile north of what is now known as State Highway No. 162; thence west to Lincoln City, the Spencer County home of the Lincoln family.”

The conclusion of the brief follows:

“Your petitioners would call the attention of this Honorable Commission:

“First: To the geographical location of Hodgenville, Ky., and Lincoln City, Ind., the likely way of travel between these points in the year of 1816.

“Second: The prominence of the town of Troy in the year of the migration of Thomas Lincoln and his family.

“Third: To the fact that there was a well defined and traveled highway at the time of the migration of the Lincoln family from the ferry across Anderson River to Santa Fe and to settlements north and west.

“Fourth: That human nature in 1816 was the same as it is today and that a traveler, be it you, Thomas Lincoln, or ourselves, desiring to reach a given point, would follow a traveled roadway to the point of destination and especially when that traveled way was the most direct and closest way to the destination to be reached. To suppose that Thomas Lincoln and his family would attempt any other way of travel from the ferry at Anderson River, except what is and was known as the Santa Fe-Troy Road, is not only unnatural and illogical, but unthinkable.”

## THE MILLTOWN BUSINESS MEN'S CLUB

Ralph Jackson, President

Dr. J. J. Johnson, Vice-President

L. E. Flanigan, Secretary and Treasurer

The evidence collected by the Milltown Business Men's Club is in the form of affidavit evidence.

Duly authorized depositions signed by the following people are on file: Addie Ross Cunningham, Sherman T. Briscoe, William Boone Douglas, J. L. Summers, Frank Franzell, Maud L. Senn.

The conclusions drawn from these affidavits support the crossing of the Ohio by the Lincoln family at Boone's Ford. They place special emphasis on the visit of Thomas Lincoln with his brother Josiah Lincoln at the time of this migration. After leaving the home of Josiah the family is said to have passed by the way of Milltown, thence over the old Jasper Road to Lincoln City.

## PART SEVEN

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### Resolution of the Kentucky Commission

THE boundary line between Kentucky and Indiana is the low water mark of the Ohio River on the Indiana side. This fact placed the obligation of determining the point at which the Lincolns crossed the Ohio on the Kentucky Lincoln Way Commission. After much discussion and deliberation on their part they suggested that a conference with the Indiana Commission would be welcomed in order that the place of contact of the Kentucky and Indiana sections of the road might be definitely and finally established.

This suggestion resulted in the calling of a joint meeting by President Hall of the Indiana Commission for November 12, 1931. The minutes of the meeting are herewith copied verbatim.

#### INDIANA AND KENTUCKY LINCOLN MEMORIAL WAY COMMISSIONS JOINT MEETING

A joint meeting of the Kentucky and Indiana Lincoln Memorial Way Commissions was held in the Brown Hotel at Louisville, Kentucky, on the evening of November 12, 1931.

All the members of the Kentucky Commission and four members of the Indiana Commission were present; also the historian of the latter Commission.

Mr. Arthur F. Hall, president of the Indiana Commission, stated that the purpose of the joint meeting was to try and come to some definite conclusion as to where the Lincolns crossed the Ohio River.

Some exhibits had been prepared for the purpose of visualizing the task before the Indiana Commission in bringing the Lincoln family to Lincoln City from the various places of crossing which were before the Kentucky Commission.

A discussion of the contemplated routes followed this illustrated presentation.

Inasmuch as the task of determining where the Lincolns crossed the Ohio fell upon the Kentucky Commission, they immediately went

into session with the result that the following resolutions were unanimously adopted by the Kentucky Commission:

“Whereas, It is now impossible to determine the exact point at which the Lincolns crossed the Ohio River at the time of their removal to Indiana, but the Commission being of the opinion that the most practical point at the present time for a crossing nearest to the actual location of the ferry on which they crossed is from Hawesville, Kentucky, to Cannelton, Indiana.

“Resolved, That the Lincoln Memorial Highway from Big Spring, Kentucky, to the Indiana side of the Ohio River be as follows:

“From Big Spring over the Elizabethtown and Hardinsburg Road along the route known as the Lost River Road to Harned on Route No. 60, thence along Route No. 60 through Hardinsburg and Cloverport to Hawesville and crossing the Ohio River from Hawesville to Cannelton, Indiana.\*

“Resolved, That the highway from Flaherty to Big Spring follow the route by way of the Woolfork brick house at Jackey’s Grove and thence to Big Spring. Motion carried.”

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\* NOTE—After the Indiana Commission had come to a final decision about the place of its Ohio River terminal at Cannelton, based on the decision of the Kentucky Commission, and after its resolution had been drafted for presentation to Governor Leslie, it was learned that the Kentucky Commission had convened again and decided on a crossing opposite Tobinsport.

Cloverport, Kentucky, opposite Tobinsport, and Hawesville, Kentucky, opposite Cannelton, are already connected by United States Highway Number 60, a recently improved road running parallel to the suggested Indiana road between Tobinsport and Cannelton. In view of the probability of a bridge being built across the Ohio River at Cannelton, in preference to Tobinsport, the Indiana Commission recommends that Cannelton remain as the Ohio River terminal of the Indiana Lincoln Memorial Way until such a time as some assurance is given that a road between Tobinsport and Cannelton would be used after a bridge is constructed at Cannelton.

## PART EIGHT

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### Observations of Commission on 1816 Migration

**T**HE resolutions adopted by the Kentucky Commission at the joint meeting of the Kentucky and Indiana Commissions at Louisville frankly admits that "it is now impossible to determine the exact point at which the Lincolns crossed the Ohio River." It is the sense of the Kentucky Commission, as stated in the resolution, that "the most practical point for crossing at the present time nearest to the actual location of the ferry on which they crossed is from Hawesville, Kentucky, to Cannelton, Indiana."

Section One of the tentative route adopted by the Indiana Commission designates the Lincoln Memorial Way as extending from the "Ohio River terminal of the Kentucky route to Troy." Since this terminal has been definitely located at Cannelton, the section would now be designated as extending from Cannelton to Troy.

The decision of the Kentucky Commission disqualified from any further consideration the routes submitted by the Corydon, Indiana, Memorial Highway Association and the Milltown Business Men's Club, as the roads could not be made available for an approach to Lincoln City from Cannelton.

The decision also invalidated a part of the route sponsored by the Cannelton Chamber of Commerce, as the crossing at Cannelton eliminated that portion of the proposed route approaching Cannelton from Tobinsport Ferry.

But one brief submitted to the Commission deals directly with this section of road between Cannelton and Troy.

The Cannelton brief displays a copy of a road order dated November 14, 1815, in which there is mentioned a road leading from Troy to Conner's Ferry, which would establish the fact that a road did approach Troy from the general direction of where Cannelton is now located.<sup>1</sup>

Further evidence is available to show that a road approached the Ohio River from the Kentucky side at Thompson's Ferry near where Tell City is now located. An order in the Breckenridge County, Kentucky, court dated January 16, 1815, reads:

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<sup>1</sup> Cannelton Chamber of Commerce, Exhibit Number 7.

“It being suggested to the court that the present road leading to the mouth of Yellow Creek would be of greater public utility if it was so changed as to strike the Ohio River at Thompson’s Ferry. Ordered that Thomas Blince, William Huff, Hugh Thompson and Eli Thrasher, or any three of them, review proposed change and report to our next court the comparative convenience and inconvenience that would result from such alteration as well to the public as to the individual.<sup>2</sup>

“Overseer appointed on the road from Thompson’s Ferry towards Hardinsburg to what is called the half-way ridge between the river and the Yellow Banks Road.<sup>3</sup>

A ferry across the Ohio would infer that a road continued on down the river on the Indiana side.

The Commission concurs with the Cannelton Chamber of Commerce that a trail did exist as early as 1816 from a point at or near where Cannelton is now located to the town of Troy.

Having become convinced that the Lincoln family would have made their way from Cannelton to Troy, the Commission proceeded to weigh the evidence in hand submitted by the Lincoln Ferry Memorial Association and that part of the argument in the brief of the Cannelton Chamber of Commerce which deals with the location of the route from Troy to Lincoln City.

The briefs of both of these organizations agree that the route followed by the Lincolns in reaching their destination was over the same route, and offer the following court document to show that a trail had already been marked out which passed within a mile or so from the site where Thomas Lincoln built his cabin:

“In obedience to an order of the worshipful court of Perry County we have viewed and marked out a road from Warrick County line the nearest and best way to the town of Troy till we came to Anderson Creek opposite the mouth of James McDaniel Junr’s spring branch. We have no doubt this road will be of great public utility when opened.

“Signed by us this 2nd October, 1815.

“Stephen McDaniel.

“Francis Posey.”<sup>4</sup>

This section of road is designated on the tentative route laid down by the Commission as Section Two.

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<sup>2</sup> Breckinridge County (Ky.) Minute Book 2, p. 96.

<sup>3</sup> Ibid Book 2, p. 188.

<sup>4</sup> Cannelton Chamber of Commerce, Exhibit Number 8. Lincoln Ferry Memorial Association, p. 4.

The affiants whose depositions are submitted in the brief of the Lincoln Ferry Memorial Association are unanimous in identifying this trail with what later became the old Santa Fe Road, so named from the community of Santa Fe, now Santa Claus, which grew up about ten miles east from the place where Thomas Lincoln built his cabin home.

Troy was the county seat of Perry County at the time the Lincolns migrated, and it is reasonable to expect that trails would lead to this town from different parts of the county. The town was surveyed as early as March, 1815, and ninety-six lots and a public square were laid off.

While it did not come within the scope of the Cravens-Weik investigation as authorized by the Governor to determine the route taken by the Lincolns on the 1816 migration, the report which they submitted included a map on which there was marked out the supposed route traveled from the mouth of Anderson Creek near Troy to Lincoln City. It passed through Lamar and Buffaloville, towns not then in existence.

The present Commission found no evidence whatever of any road as early as 1816 leading from the mouth of Anderson Creek through the communities where these two railroad towns grew up in later years.

One fact which gives valuable support to the supposition that the Lincolns used the route chosen is the presence of Austin Lincoln in Perry County at this time.<sup>5</sup> He was in Perry County as early as 1815, one year before Thomas Lincoln arrived, and the Lincolns in traveling between Troy and what is now Lincoln City would pass near the place where he lived.

Austin Lincoln was a son of Hananiah Lincoln with whom Thomas Lincoln had lived for some time in Kentucky.

The Commission finds itself in agreement with both the Cannelton Chamber of Commerce and the Lincoln Ferry Memorial Association in its belief that the Lincolns used the trail now known as the Santa Fe Road in passing from the mouth of Anderson Creek to a point near their Spencer County home site in the migration of 1816. The trail was first known as the Vincennes-Troy Road and was one of the earliest trails used in approaching the land office at Vincennes.

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<sup>5</sup> Perry County (Ind.) Order Book, June, 1815.



## PART NINE

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# Digests of Briefs Submitted on the 1830 Migration

**S**EVEN different organized groups filed with the Commission arguments in the form of briefs which presented evidence to show the route taken by the Lincoln family in their migration from their Spencer County home to Illinois in 1830: They are:

- a. Buffalo Trace Historical Association
- b. Daviess County Lincoln Highway Association
- c. Gentryville Group of the Lincoln Memorial Highway
- d. Knox County Lincoln Memorial Highway Group
- e. Princeton Rotary, Kiwanis, and Advertising Clubs
- f. Selvin Community Group
- g. Warrick County Lincoln Route Association

Digests which outline the contents of these briefs as fully as space will permit follow:

### BUFFALO TRACE HISTORICAL ASSOCIATION

#### EXECUTIVE COMMITTEE

Mrs. Beulah B. Gray, Otwell, <i>Chairman.</i>	William F. Dudine, Jasper.
John C. Chaille, Otwell,	S. Guy Norman, Jasper.
<i>Secretary-Treasurer.</i>	Dr. I. B. Johnson, Ireland.
Harley E. Craig, Otwell.	Rev. Father Anthony Michel, Ireland.
John K. Chappell, Petersburg.	Dr. Richard W. Harris, Algiers.
Carl M. Gray, Petersburg.	Herschel G. Loveless, Algiers.
William F. Risley, Petersburg.	Oscar Stinson, Alford.
Albert T. Rumbach, Jasper.	Frank Anderson, Alford.

#### ORGANIZATION COMMITTEE

S. Guy Norman, Jasper.	Ralph Craig, Otwell.
Dr. L. B. Johnson, Ireland.	William Radcliffe, Petersburg.

#### HISTORICAL RESEARCH

Beulah B. Gray, Otwell.	Albert T. Rumbach, Jasper.
John K. Chappell, Petersburg.	John C. Chaille, Otwell.

#### FINANCE COMMITTEE

James Higgins, Petersburg.                      L. Shirley Osgatharp, Otwell.  
Oscar Stinson, Alford.                              Rev. Father Anthony Michel, Ireland.  
Herschel G. Loveless, Algiers.                      William F. Dudine, Jasper.  
Posey N. Scraper, Otwell.

#### PUBLICITY COMMITTEE

William D. Crown, Petersburg.                      Carl M. Gray, Petersburg.  
Albert T. Rumbach, Jasper.

The Buffalo Trace Historical Association chose to present their data in the form of a running story of the migration by the historian of the association, Beulah B. Gray. The text comprises sixty-two printed pages. This is followed by sixteen pages of supplementary notes. Two maps are also inserted and the text is illustrated. A chart is also appended to the evidence prepared.

The story of the Lincoln family and their removal to Indiana is not divided into chapters, but these points are emphasized in the development of the argument:

Indiana history of Lincoln family.

The migratory group.

The Yellow Banks trail.

The Enlows, friends of the Lincolns.

County divisions and early trails.

Construction of bridges.

Mail routes.

Former trips to Vincennes.

History of the Buffalo Trace.

Court records establish origin of state roads and ferries in Pike and Dubois counties.

Review of the Weik-Cravens Report.

The supplemental notes discuss the topography of the county and evidence in refutation of claims by other contesting groups.

These excerpts from the text set forth the claims of the Buffalo Trace Historical Association:

“The best trail led to the north over the age-old trace, beginning at the crossing of the Ohio River at Yellow Banks, where Rockport, in Spencer County, now stands.

“Passing to the north through the settlement which later took its name, Gentryville, from that of the wealthiest and largest landowner of the neighborhood, James Gentry, and through the settlement, called

in earlier days, Elizabeth, now known as Dale, the trail crossed the south boundary line of Dubois County, at what is now the site of the city of Huntingburg, it branched, one fork going to the east, the other to the west of the present state highway. . . .

“After the Lincoln party crossed the Patoka River at the old Indian ford near Enlow’s Mill (now Jasper), there were several ways open to them, and one naturally pauses to consider which of these several routes they might have chosen. Just as at the Gentry home in Spencer County there was but one way which was practical for wagon travel at that season of the year, so at Enlow’s Mill there was but one way which was passable for a loaded wagon, and we believe that was the route chosen. It led through Ireland, Algiers and on to Petersburg. It was the oldest, driest, the most improved and the most thickly settled road in southern Indiana at that time, any one of which reasons would have been sufficient to turn the tides of indecision in its favor.”

THE LINCOLN WAY THROUGH DAVIESS COUNTY, INDIANA  
 Historical Investigating Committee  
 Washington, Ind.

GENERAL COMMITTEE

Austin T. Hixon. John W. Connelly.  
 Ezra Mattingly.

CHAMBER OF COMMERCE COMMITTEE

Jacob G. Clark, *Chairman*. Elmer Buzan.  
 Hugh L. Cox. John Yarbrough.  
 S. S. Scott. Edward C. Faith.

ROTARY CLUB COMMITTEE

Dr. H. C. Wadsworth. Edward C. Faith.  
 Sam B. Boyd.

KIWANIS COMMITTEE

J. G. Allen. A. O. Fulkerson.  
 O. M. McCracken.

Four different installments of evidence were presented by the Daviess County Lincoln Highway Association:

- a. A pamphlet of 29 pages, one map and illustration.
- b. Seven affidavits in a brief of 10 typewritten pages.
- c. One affidavit.
- d. A supplemental pamphlet of 18 pages.

Brief (a) contains documentary evidence "that in the year 1830 and prior thereto there was an established road from Gentryville, Indiana, to Apraw Ford over the west fork of White River on the west boundary of Daviess County." Sixteen duly authorized records are introduced to support this evidence.

The testimonial and affidavit evidence, according to the brief, "establishes the fact that this road was the road traveled by the Lincoln party in making the journey."

The testimonial evidence of Col. Augustus H. Chapman is presented and many affidavits which affirm his integrity are exhibited. Col. Chapman was interviewed by Jesse W. Weik in 1896, who gives the following account of an interview Chapman had with Abraham Lincoln:

"We got to talking about the journey from Indiana in 1830; he agreed substantially with Hanks as to the route they took; said they went from Gentryville north to Jasper in Dubois County, thence to Washington, Daviess County, thence to Vincennes where they crossed the Wabash."

The affidavits in the brief are signed by Arsula Itskin, William A. Wallace, W. A. Taylor, William J. Trout, Irvin Gilmore, Sanford Gilmore, H. C. Wadsworth, Nelson B. Shakelford, Nathaniel C. Abel, Fred J. Schnarr, Sarah Ragsdale, Henry J. Stone, Adam A. Poth, John W. Connelly, John P. Baldwin, Zeba Cosby, Grandison Cosby, Frank M. Cross, Enoch Johnson, Solon Mathers, Stephen E. Myers, and Charles McDonald.

Brief (b) contains the affidavits of Charles M. Palmer, Robert Underwood, John A. Sweeney, Clayton B. Johnson, W. S. Sweeney, Alfred M. Shepard, Robert A. Carnahan, and Harmon C. Shepard.

Brief (c) is the affidavit of Ezra Mattingly referring to location of Vincennes Trace.

Brief (d) serves as an argument deduced from the evidence submitted in Brief (a). The following summary of the evidence is presented:

"In our printed evidence on file with the Commission we have established two general facts:

"1. That in and prior to the year 1830 there was an established road from Gentryville, Indiana, to Apraw Ford over the west fork of White River on the western boundary of Daviess County.

"2. That this was the road traveled by the Lincoln emigrant party in March, 1830.

“The evidence that this was the road which the Lincolns traveled from Indiana to Illinois groups itself around four sets of facts.

“First: The general and widely-spread tradition all over the southern part of Daviess County that this is the road which they passed over.

“Second: The letters which Abraham Lincoln wrote to Elliott Chappell.

“Third: The lame mare and the horse trade between Thomas Lincoln and Overton Cosby, Sr.

“Fourth: The positive, uncontradicted statement of Abraham Lincoln himself that the party passed through ‘Washington in Daviess County.’ ”

## GENTRYVILLE GROUP OF THE LINCOLN MEMORIAL HIGHWAY

George B. Bullock, President

Twenty-five signers join in the following affirmation submitted by the Gentryville group of the Lincoln Memorial Highway.

“To the Honorable Lincoln Memorial Highway Commission:

“Be it known:—

“That we, the undersigned citizens of Gentryville, Indiana, and vicinity, have this 25th day of May, 1931, organized ourselves as a ‘group’ for the purpose of presenting to your Honorable Body affidavits and statements of old and respectable citizens of this vicinity to substantiate our claim that the Lincoln family in their migration to Illinois in 1830 came from their old home, near what is now Lincoln City, to what was then the main road and mail route from Troy to Vincennes, and stopped for the first night at the home of James Gentry, who lived on above road just east of what is now Gentryville; (see affidavit of John Gentry) here their oxen strayed during the night which delayed starting, so that it was near 10 o’clock when they reached Jones’ store—Jonesboro postoffice, where they did their trading and got their mail and then went on said road, now called the Boonville and Folsomville Road, and crossed Pigeon Creek Ford, half a mile west of Jones’ store, thence along said road to John P. Phillips’ home and camped at a spring across the road (see affidavit of Mrs. Fannie Crooks Roach). This statement leaves the Lincoln family about eight miles from their old home on the above mentioned road.

“There are now a few facts related to old members of this group by old people over forty years ago, and we would respectfully call your attention to statements and affidavits attached.”

Ten affidavits support the claim that the Lincolns traveled through what is now Gentryville and Jonesboro on their way to Illinois. The names of the affiants are as follows: Burton C. Bean, John Gentry, James S. Wright, Eli L. Grigsby and Carrie A. Grigsby, Mrs. Fannie Crooks Roach, George W. Harris, Logan B. Clark, Mrs. Florence Hiley Phillips, and John M. Smith.

The president of the organization in addressing the Commission states that “we could present a greater number of affidavits in support of our claim that the Lincolns traveled west past Jones’ store and Jonesboro postoffice when moving to Illinois in 1830, but when we consider the high standing character and reputation for truth of the people making the voluntary affidavits submitted we have deemed it unnecessary.”

## KNOX COUNTY LINCOLN MEMORIAL HIGHWAY GROUP

### The Vincennes Chamber of Commerce

W. C. Reed, *Chairman.*

Howard R. Burnett.

Harry T. Watts.

Levi J. Driver.

Allen E. Hogue.

There are ninety-five pages of printed evidence in the brief prepared by the Vincennes Chamber of Commerce, and this is supplemented by an attached typewritten page of evidence and three maps.

The scope of inquiries of this brief is clearly stated in these words:

“Our research has been purposely limited to duly authenticated public records. No attempt has been made to collect or record the so-called traditional accounts of the Lincoln migration. Many of these have been current in Knox County for years, but we have found them to be so utterly conflicting and irreconcilable as to render them of practically no probative value.

“While we make no pretense of having exhausted the subject, we think the documentary evidence set out in this brief will clearly establish that in the year 1830 there were no less than four points, more or less well known, at which the Lincoln party might have entered Knox County. Our object will be to present all the available facts and to draw such conclusions as to the one most probably traveled as appear to be fully warranted by the evidence available.

“As means of identification, the four routes concerned have been designated as follows: (a) the Harbin’s or Wright’s Ferry Route; (b) the Rockey Ford Route; (c) the Hawkins’ Ferry Route, and (d) the Apraw Ford Route. They will be considered in the order enumerated.”

The identification of the four routes is made possible by a single paragraph which associates the early trail with the present road system.

#### Harbin’s or Wright’s Ferry Route.

“This route may be identified on modern maps by following the Indiana State Highway No. 61 from Vincennes to a point approximately one-half mile southeast of Monroe City. At this point it departs from the present state road and leads off south passing through the so-called Wease and Helderman neighborhoods to the old site of Bond’s Mill, which was on Wilson Creek, near the place where the abandoned town of Spauldingville once stood. From Bond’s Mill it followed the existing public road, passed Hamlin Chapel M. E. Church (founded in 1830) and crossed White River at the place where Harbin’s or Wright’s Ferry was maintained. There is no ferry at this point now, it having been abandoned many years ago, but the place is well known. Among the different names by which this ferry was known during its history were: Harbin’s, McFall’s, Flowers’, Aaron Decker’s, John Decker’s, Wright’s, and Williams’ Ferry.”

#### The Rockey Ford Route.

“Situated on the main stream of White River, near the point where the present state highway extending from Vincennes to Petersburg crosses it, is a natural ford for long known as the Rockey Ford. Its location is clearly indicated on county maps published as late as 1880, and it is within the memory of men yet living that this ford was utilized for crossing the river.”

#### The Hawkins’ Ferry Route.

“This early road followed, in a general way, the course of the present Federal Highway No. 50. It crossed the west fork of White River at the site of the village of Maysville, where a new bridge has recently been completed. From Wheatland to Vincennes the present paved highway deviates somewhat from the original road.”

#### The Apraw Ford Route.

“About five miles north of the site of the Hawkins’ Ferry was another point of crossing on the west fork of White River known as

Apraw Ford. There is a local tradition that this was a crossing on an old Indian trail, and there is no reason to doubt this claim. As a highway crossing, however, it does not appear to be as old as the three routes already considered."

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The documentary section of the brief contains 34 exhibits consisting of copies of duly authorized public records displayed under the following titles:

Exhibit 1—Early Trails.

Exhibit 2—Petition for Road from Vincennes to Grand Rapids on the Ohio, 1798.

Exhibit 3—Joshua Harbin Acquires Land on White River, 1797.

Exhibit 4—Harbin's Ferry, 1799.

Exhibit 5—Road Petitioned for from Vincennes to Jeffersonville in 1802 and again in 1815.

Exhibit 6—Road from Vincennes to Jordan's Mill Viewed in 1808.

Exhibit 7—Showing Location of Ephriam Jordan's Mill.

Exhibit 8—Wagons Traveled over Buffalo Trace in 1808.

Exhibit 9—Locating Indiana Presbyterian Church, Founded 1806, Erected 1815.

Exhibit 10—Sale of Lots in Petersburg in 1817.

Exhibit 11—Showing Supervisors of Roads between Vincennes and Petersburg, 1817 to 1830.

Exhibit 12—Showing Supervisors on Road from Petersburg to Wright's Ferry on White River from 1817 to 1830.

Exhibit 13—Second Road to Wright's Ferry Petitioned for, 1817.

Exhibit 14—Viewers' Report on Second Road to Wright's Ferry, 1818.

Exhibit 15—Viewers' Certificate on Second Road to Wright's Ferry, 1818.

Exhibit 16—Elias Beedle's Place Located, 1811.

Exhibit 17—Stork's Land Identified, 1816.

Exhibit 18—Identifying Stork's Mill, 1828.

Exhibit 19—Locating Bond's Mill, 1817.

Exhibit 20—Petition for Road from White Oak Springs-Petersburg to Rockey Ford, 1810.

Exhibit 21—Petition for Road from Vincennes to Rockey Ford, 1812.

Exhibit 22—Ferry Established near Rockey Ford, 1820.

Exhibit 23—Eli Hawkins Acquires Site of Hawkins' Ferry, 1806.

Exhibit 24—Hawkins' Ferry in Existence, 1812.



Exhibit 25—Act of the State Legislature Establishing State Road from New Albany to Vincennes via Washington, 1821.

Exhibit 26—Petition for Road from Apraw Ford to Emison's Mill, 1826.

Exhibit 27—Remonstrance Against Apraw Ford Road, 1826.

Exhibit 28—Remonstrance Against Apraw Ford Road, 1826.

Exhibit 29—Viewers' Report of Apraw Ford Road, 1826.

Exhibit 30—Remonstrance Against Apraw Ford Road, 1826.

Exhibit 31—Reviewers' Report on Apraw Ford Road, 1826.

Exhibit 32—Petition for Road from Apraw Ford to the Widow Snyder's Place, 1826.

Exhibit 33—Widow Snyder's Place Located, 1825.

Exhibit 34—Establishing North and South State Road through Vincennes.

Exhibit—Post Routes.

Conclusion—An excerpt from the conclusions drawn by the Vincennes Chamber of Commerce follows:

“From a consideration of the foregoing facts the preponderance of the evidence would seem to favor Harbin's Ferry as the point of crossing White River for the Lincoln migration. We have shown that this ferry had been in existence for more than thirty years prior to 1830. The road to Petersburg, which crossed the river at this point, was likewise a well-defined highway, and had been used by similar emigrant parties as far back at 1808. The road on both sides of the river had been under regular supervision for thirteen years.”

## INDIANA LINCOLN MEMORIAL HIGHWAY COMMISSION THROUGH GIBSON COUNTY

Princeton Rotary, Kiwanis, and Advertising Clubs

The Princeton brief contains 19 typewritten pages and a map. The foreword following sets forth its claim and is signed by the sponsors.

“Before the Indiana Lincoln Memorial Highway Commission

“The Rotary Club of Princeton, Indiana, having an active membership of thirty; the Kiwanis Club of Princeton, Indiana, having an active membership of forty-five; and the Princeton Advertising Club, Incorporated, of Princeton, Indiana, having an active membership of forty-four, all of which members of said organizations are professional or business men or women, citizens of said city of Princeton or of Gibson County, Indiana, submit this claim that the route traversed by

Thomas Lincoln and the members of his family in the spring of the year 1830 at the time of the migration of said Lincoln family from Spencer County, Indiana, to Macon County, Illinois, is through the State of Indiana as follows:

“From the Lincoln City farm in Spencer County to Gentryville, thence to Jonesboro, thence to Selvin in Warrick County, thence along the Princeton and Polk Patch\* (Selvin) sector of the New Albany, Corydon and Princeton state road through Warrick, Pike and Gibson counties to Princeton, thence along the Evansville and Terre Haute state road through Columbia (now Patoka) and Hazelton to Vincennes.

“Respectfully submitted this thirty-first day of August, 1931.

“The Rotary Club of Princeton, Indiana,

“By Fred R. Ewing, President.

“The Kiwanis Club of Princeton, Indiana,

“By Ralph C. Schergens, President.

“The Princeton Advertising Club, Incorporated,  
of Princeton, Indiana,

“By Warren H. Miller, President.”

The evidence in support of this route is exhibited in six chapters under the following captions:

1. Territorial organization of Gibson and Warrick counties, including copies of the enactments establishing counties.

2. Early trails and highways of southwestern Indiana, including the Vincennes, Clarksville Trace, Red Banks Trace, Yellow Banks Trace, Princeton and Polk Patch county highway, Corydon and Newbury state road, Rockport and Bloomington state road, Boonville and Petersburg state road, New Albany, Corydon and Princeton state road (Fredonia Road). County road between Gentryville and Selvin.

3. Bridges over the Patoka River at Columbia (now Patoka) and John Severn's Ferry. No other bridges on Patoka River in 1830.

4. Narrowest place of crossing in the low overflow bottoms of the Patoka River located at the crossing of the Vincennes and Evansville Road at Columbia.

5. Advantages of Princeton route:

a. Shortest between Lincoln City and Vincennes.

b. Traverses higher land than any other route between the two places.

c. Freer from water courses to be forded.

d. Less low river bottom land to be negotiated.

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\* Interchangeable in the records with Poke Patch, but spelled in the Selvin community brief Polk Patch.

6. Information in hands of Lincoln about road conditions. Abraham Lincoln's visit to Princeton.

The argument in the Princeton brief includes ten typewritten pages of copy with the following clauses set forth:

1. Would choose a route which would "entail the least hardship, the least effort, and the least expenditure."

2. Expense of ferrying would be partly eliminated by free bridge over Patoka at Columbia. "No other route presented this advantage."

3. In wet season prefer to travel the road which was highest and driest. The Princeton route "not only desirable but in truth the only one which would be safely traveled. . . . This route on highest and driest land in this particular section."

4. Trace established as early as 1812 a wagon road by 1818, the oldest road running east out of Princeton and was the main highway to State Capitol at Corydon.

5. Reminiscences of old citizens, including the story of the stray oxen, sale of merchandise en route.

6. Superiority of Princeton route over others:

a. "No other route presents so little overflow bottom land."

b. "No crossing of Patoka River Valley so narrow as one at Columbia."

c. "No route presents elevated ridge traversed for such long distance."

d. "No route can present as well settled territory in year 1830."

e. "Route offers shortest mileage."

f. "Settlements on Princeton-Vincennes section would offer added inducement to follow route frequented by many travelers."

7. Consideration of rival claims:

a. No Boonville-Petersburg state road until after Lincoln had left in 1830.

b. Road conditions would render the Washington route unpractical, also ferry charges excess mileage and low valley lands against it.

The route via Ireland and Algiers was over a "very flat table land . . . where drainage of the lands was very difficult and in the rainy season much water stood upon them . . . the name Mud Holes which was given by pioneers to some of the old trace in the vicinity of Ireland was certainly a fitting one."

The conclusion—Suggests that Abraham Lincoln may have been partly influenced to take the Princeton road because of his acquaintance with a young lady living there, the argument is brought to a close with the following paragraph:

“The Lincolns knew the Fredonia Road from Selvin to Princeton and the Evansville stage road to Vincennes; they knew the comparative comfort of this route at that season of the year over any other route, and as sensible men, although backwoodsmen, we must conclude that they adopted and traveled the road which entailed the least expense for ferryage, provided the driest trackage and provided the best settled way of any of the routes which they considered. For these reasons we insist that the migration of the Thomas Lincoln family in March, 1830, was as we claim via Princeton, and we submit it to the fair consideration of the Commission and shall abide its decision.”

### SELVIN COMMUNITY GROUP

Thirteen typewritten pages were submitted by the Selvin Community Group bearing on the Lincoln migration in 1830.

The exhibits contained the following petition signed by people living in the community of Selvin:

“To Whom It May Concern:

“We, the undersigned, being all citizens of Pike County, State of Indiana, beg to submit the following statements as connected with the proposed Lincoln Highway.

“First—Since our early youth we have been told by older people that—when the Lincoln family moved from Spencer County, Indiana, to their home in Illinois, they passed through Pike County, Indiana.

“Second—That old traditions refer to a fork at Polk Patch, later a settlement known as Taylorville, and of an old trail leading by Polk Patch through Pike County, near Stendal, on by Winslow and Petersburg and on to Vincennes.

“Third—That the earlier settlers were required to enter their land for record at the office at Vincennes, and that their mode of travel was either horseback, ox team or foot, and that the settlers instructed newcomers as to the best road to travel and preference was given to the High Ridge Road in order to avoid crossing streams and swampy places.

“Fourth—That in view of traditions and legends of our forefathers and early settlers; the convictions and general opinions of the people

of this community; the physical features of the direct route from Lincoln City to Vincennes, as compared with other routes, together with other facts recorded in the history of the forts and early traces and trails, and the evidence of reliable authorities.

“In view of all these we verily believe that when the Lincoln family moved from Spencer County, Indiana, to their new home in Illinois they passed through Pike County, near Stendal, via Winslow and on to Petersburg and Vincennes.”

Affidavits supporting the argument in the petition were signed by Fred H. Poetker, George D. McIntire, Fred A. Cook, Fred Patberg, George J. Woolsey, Thomas Nalley, Martha Spradley, Olive Ingram, Otto Bauermeister, Herbert H. Harmeyer, and Ed Powers.

## WARRICK COUNTY LINCOLN ROUTE ASSOCIATION

William L. Barker, Philip Lutz, and Union W. Youngblood prepared on behalf of the Warrick County Lincoln Route Association a brief consisting of seventy-one printed pages and two maps.

The material gathered for this brief is assembled under the following subjects:

Foreword

The Record Evidence

The Affidavit Evidence

The Argument

The foreword is brought to a conclusion with this paragraph:

“The tradition that Abraham Lincoln and his father’s family, when they migrated from their home in Spencer County to Illinois in 1830, traveled west over the road known as the Boonville-Corydon Road through Jonesboro, passed Jones’ store to Boonville and thence north over the Boonville and Petersburg Road to Petersburg, and thence from Petersburg to Vincennes is of such long standing and of such widespread and general belief in Warrick County and also among the citizens of the community where the Lincolns lived previous to such migration that the citizens of Warrick County sincerely and earnestly believe that it would be an unwarranted miscarriage for the Indiana Lincoln Memorial Highway Commission appointed by the Governor to establish said line of migration or travel over any other route, and, therefore, the citizens of Warrick County organized the Warrick County Lincoln Route Association for the purpose of gathering evidence upon which said long-standing tradition is founded and we submit the same

herewith for the candid consideration of said Commission with abiding faith that said Commission will be convinced when they have completed their investigation that the true route over which the Lincolns actually traveled in said migration is over the route above suggested and that said Commission will so determine.”

The record evidence submitted in the brief is compiled to support the establishment and availability to two different roads approaching Boonville. Copies of duly authorized public records are exhibited to prove:

“That there was a well-defined and much used wagon road known as the Boonville and Corydon Road that ran westward past the home of the Lincolns and through Jonesboro in Spencer County, crossing Pigeon Creek just west of Jonesboro and thence continuing west past the settlement known in those days as Loafer’s Station in Warrick County, two miles north of where the town of Tennyson now is, thence continuing west veering to the southwest to Boonville, the county seat of Warrick County.”

Further documentary evidence is submitted to show the location of a road from Boonville north to Petersburg. The compilers also state that “other similar records of appointments of supervisors on these two roads during the same period could be shown, but we think the above records are enough to show that the roads in question were prior to 1830 good wagon roads, and we do not deem it necessary to encumber this brief with copies of the records of all such appointments.”

The record evidence prepared by the Warrick County Lincoln Route Association is summarized in these words:

“The town of Gentryville was not in existence at the time the Lincolns left Indiana. When the Lincolns left their old home to go to Illinois they came west on the above mentioned Boonville and Corydon Road to this Jones’ store and were there met by a number of their old neighbors to bid them good-bye. . . . They left this store and went west toward Boonville on said Boonville and Corydon Road and several of the neighbors went with them as far as Pigeon Creek, which was about one-half mile west of Jones’ store, and after seeing them safely across this creek the neighbors returned to their respective homes. The Lincolns continued westward on said route to Boonville, thence north up the Boonville and Petersburg Road to Petersburg, and thence from Petersburg to Vincennes. . . .

“We sincerely and earnestly insist that, if there were no other

evidence than the record evidence herein above cited, any reasonable mind would be convinced thereby that the Lincolns traveled the well established highways westward from their home to Boonville and north from Boonville to Petersburg, which roads, as the records show, had been for many years worked under competent supervisors appointed by public authority and the principal creeks had been bridged.”

The affidavit evidence submitted is supplied by Captain William Jones, Allen Gentry, Robert M. Gentry, Sarah Gray, Elizabeth A. Goad, Mary E. Floyd, Bartley Inco, Jacob Clark, L. B. Barker, Francis M. Carlisle, George W. Roberts, James W. Phillips, James Blackford, Jacob Oskins, Louella Ashley, Isaac G. Cissna, James E. Stephens, Cordie Hagan Thompson, John R. Wright, Ben Leslie, and W. H. Scales.

The contents of these affidavits can be summarized in this statement in the brief:

“That all of the testimony coming from the people around and near Lincoln’s home and what is now Lincoln City and Gentryville with one accord and without a dissenting voice say that the Lincolns went by the *Jones store* and from there westward toward Boonville when they started to Illinois, and many of them state that there was no wagon road leading north from that community at that time.”

The argument of the brief calls attention to the construction of bridges, entries of land, necessity of roads suitable for wagon travel, homes of friends along the route, especially church connections, shorter mileage, mail routes, and the alleged fallacies in the Cravens-Weik Report.

The argument is brought to a close as follows:

“In conclusion, we respectfully submit that we have shown by the evidence set out in this brief at least three reasons that we think should convince your Honorable Commission that the migratory route of the Lincolns from their home in Spencer County to Illinois went through Warrick County over the Corydon and Boonville Road to Boonville and the Boonville and Petersburg Road to Petersburg.

“First, the record evidence set out in this brief conclusively shows that at the time the Lincolns made their said migration, the Corydon and Boonville Road and the Boonville and Petersburg Road were well-defined public highways constantly in use for wagon travel, and the principal creeks had been bridged and crossways laid, and there were churches and school houses located along the same.

“Second, the fact that there were churches and school houses along these two roads shows that the country along the same was thickly

settled for those days and the evidence also shows that church and other acquaintances and even relatives of the Lincolns lived along these two roads, and that it would, therefore, be reasonable that they would travel over the route along which they had acquaintances and relatives.

“Third, the letter and affidavit evidence set out in this brief is very strong and convincing that the Lincolns did, in fact, travel over these two roads. The letters and affidavits that we present in this brief are by descendants of those who knew first hand of the facts that are related in the affidavits and the affidavits are made by prominent citizens who we are sure could not be induced to make any false statement because of any private interest they might have in the matter, and are made mostly by the people who could not possibly have any interest as to which way the route is established by your Commission, except that they want to see it established according to the real facts. . . .

“All of this evidence, it seems to us, has great driving force to convince your Honorable Commission that the Lincolns, in their migration, traveled over the route hereinabove indicated, and we earnestly pray that your Honorable Commission will so decide.”

## PART TEN

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### Observations on the 1830 Migration

**I**NDIVIDUAL members of the Indiana Lincoln Memorial Way Commission, after having spent several months in going over the testimony offered in the briefs, digests of which have been submitted, and having come to their individual conclusions, decided the time had arrived for some definite action to be taken by the Commission as a whole. Consequently three days, November 12, 13 and 14, were set aside for deliberation, and meetings were held in Louisville, Kentucky; Evansville, Indiana, and Lincoln City, Indiana, respectively.

At a joint session with the Kentucky Commission on November 12, the Kentucky group decided to bring their section of the highway across the Ohio River at Cannelton, Indiana. The Illinois Commission in the meantime had designated a point on the Wabash River op-



posite Vincennes as the southeast terminal of the Illinois route. After observing that all of the briefs submitted implied that the Lincolns approached Vincennes as they neared the Wabash, the Indiana Commission decided to concur with the Illinois Commission as to the place of crossing. With both the Kentucky and Illinois junction points determined on, the Indiana Commission prepared to mark the Lincoln Memorial Way across the Hoosier state.

On November 13 the Commission started at Hodgenville, Kentucky, and followed the proposed trail as near as possible through Kentucky, crossed the Ohio River at Cannelton, and continued over the proposed route in Indiana to Lincoln City. Having made a thorough study of this trail for several weeks and having given it careful consideration on the evening before, the most likely route followed by the Lincolns in the 1816 migration became firmly fixed in the minds of the commissioners.

The conferences held during the remainder of the three days that the Commission was in session were given over entirely to evidence bearing on the 1830 migration. The following questions came up which were thoroughly discussed and conclusions drawn as to the value of the testimony bearing on these specific questions:

- a. Reminiscences of Members of the Migrating Group
- b. Evidence in the Briefs Referring to Places and People
- c. Available Roads in 1830
- d. Frequency of Travel over Available Roads
- e. Road Elevations and Streams
- f. Comparative Mileage of Various Routes
- g. Sections of Suggested Routes in Agreement

a. REMINISCENCES OF MEMBERS OF THE GROUP

Those best qualified to testify as to the route followed through Indiana were the people who comprised the party of immigrants. Inasmuch as some of the briefs presented lay much stress on the traditional statements of certain members of the migrating group, a careful examination of this testimony was necessary.

If this Commission had before it the testimony of Abraham Lincoln, signed with his own hand, stating that in the migration of the family from Indiana to Illinois they passed through certain towns, it would consider that part of the question closed.

What we do have is a reported conversation of Mr. Lincoln. The Daviess County brief reports Charles N. Thompson's conclusion of

the origin of the evidence as follows: "Mr. Lincoln's account was given to Col. Chapman thirty years after the events described, and thirty-five years later it was handed on apparently from memory to Mr. Weik, who made a written record of it."<sup>6</sup> Mr. Weik's notes on the conference with Col. Chapman were not made public until 1913, seventeen years after the interview.

It is not necessary to point out the possibility of error in these verbal and written transfers of information, which was not considered, according to Mr. Weik, of any great importance at the time the notes were made. First, one would question the ability of Mr. Chapman to recall with accuracy the conversation with Abraham Lincoln which had taken place thirty-five years before.

Again there is evidence that the notes made by Mr. Weik at the time of his interview were by no means complete or in detail, and that he could not hope to elaborate on them with any degree of certainty seventeen years after the conference had occurred. One is convinced that the original notes of Mr. Weik were very much abbreviated by studying the two different printed versions of the notes appearing in the *Investigation of the Lincoln Way*, published by the Illinois State Historical Society, and in *The Lincoln Way*, the report submitted to Governor Ralston by the Cravens-Weik Commission.

On November 28, 1913, Mr. Weik wrote to C. M. Thompson, who was making investigations on the Lincoln Way in Illinois, as follows: "I enclose herewith a copy of my interview with Colonel Chapman and his wife in January, 1896." An excerpt containing the story of the Indiana migration follows:

"Colonel Augustus H. Chapman: married daughter of Dennis Hanks and latter has been living with us off and on for many years; have often talked to him about the journey from Indiana to Kentucky in 1839; also with Sarah Bush Lincoln, his mother-in-law, who also lived in my family for some time prior to her death in 1869. Late in January, 1861, when Mr. Lincoln came to Charleston to visit his step-mother, I rode with him to the graveyard in the country where his father was buried; he had spent the previous night at my house where the old lady then lived. We got to talking about the journey from Indiana in 1830; he agreed substantially with Hanks as to the route they took; said they went from Gentryville to Jasper in Dubois County, thence to Washington, Daviess County, then to Vincennes where they

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<sup>6</sup> Daviess County Memorial Way Association, (a) p. 14.

crossed the Wabash, thence towards Lawrenceville where they turned north and pushed on to Palestine in Crawford County.”<sup>7</sup>

Three years after this copy of the Chapman reminiscences was sent to Mr. Thompson, Mr. Weik had reason to use what was purported to be the same testimony in his report prepared for Governor Ralston. The words of Mr. Chapman in this instance are put in quotation marks, but inasmuch as both of the printed reports are written in the first person it would imply that the statements had been released verbatim as appearing in the notes of Mr. Weik. A comparison of the former version with this one in the Ralston report will convince the reader that Mr. Weik took some liberty in extending and revising the reminiscences of Mr. Chapman as furnished to Mr. Thompson.

“I married the daughter of Dennis Hanks, and the latter has been living with us for many years; have often talked to him about the removal from Indiana to Illinois in 1830, also with Sarah Bush Lincoln, his mother-in-law, who also lived in my family for some time prior to her death in 1869. One evening in February, 1861, Mr. Lincoln arrived in Charleston to visit his father’s grave and also his stepmother, who happened to be at the home of a daughter near the village of Farmington in the country. He spent the night at the residence of Thomas A. Marshall, who was a State Senator residing in Charleston. The next morning early he walked over to the home of his cousin Dennis Hanks, after which he and I got into a buggy and started to drive to Farmington. Our conversation during the ride was devoted largely to family history. Among other things we got to talking about the journey from Indiana; he agreed substantially with Dennis Hanks as to the route they took; said they went from Gentryville to Jasper, thence to Washington and on to Vincennes, where they crossed the Wabash.”<sup>8</sup>

The report of Mr. Weik’s own interview with Hanks follows:

“At noon reached Paris where I met Mrs. Chapman and her father, Dennis Hanks; later told about life of Lincoln in Indiana and Illinois. Said he came to Indiana from Kentucky in year after Lincoln’s arrival, but accompanied them from Indiana to Illinois; they went from Gentryville to Jasper, thence to Petersburg and Vincennes where they crossed the Wabash.”<sup>9</sup>

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<sup>7</sup> *Investigation of the Lincoln Way*, p. 33.

<sup>8</sup> *Report of the Lincoln Highway Commission to Governor Samuel M. Ralston*, p. 8.

<sup>9</sup> *Ibid*, p. 10.

Mr. Weik received during the interval between the publishing of the preceding exhibits a sworn testimony from James H. McCall, who had interviewed Dennis Hanks in 1886 or 1887. He claimed Hanks told him that "they traveled north from Gentryville, Indiana, to Petersburg, where they crossed the White River, thence to Vincennes."<sup>10</sup>

It is well known that Jasper was not in existence at the time Hanks is supposed to have remembered passing through there. What Abraham Lincoln told Chapman in 1860, thirty-five years before a written account was made of the casual conversation, is problematical, and it is with just as much difficulty that we are able to learn the specific information Weik incorporated in the original Chapman notes, variously interpreted seventeen years later. As there seem to be three possible routes implied by the testimonial evidence coming down from the members of the migrating group, the present Commission cannot agree with the Ralston Commission that one of these testimonies is more likely to be correct than the other two.

## b. EVIDENCE REFERRING TO PLACES AND PEOPLE

After reviewing the evidence emanating from members of the migrating group, the next most likely source of information about the journey was the affidavit evidence gathered, coming down from those who are supposed to have witnessed the migration. Two classes of testimony will be of interest just here, those relating to the stopping places of the caravan and those referring to personal contacts with the Lincolns while they were enroute to Illinois.

One of the most important considerations which was called to the attention of the Commission by the evidence submitted was the probable location of the camp which the Lincolns occupied on the first night of their journey. Definite information on this subject would indicate the general direction in which they started from their own home. What the Commission discovered was not one camp but three different camps widely separated, which were occupied by the emigrants.

Here is a summary of the evidence submitted on this question:

(a) They "went into camp on the farm of John Phillips near Little Zion Baptist Church about one-half mile west of Loafer's Station, which was at that time located about two miles north of where the town of Tenneson now is."<sup>11</sup>

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<sup>10</sup> Ibid, p. 11.

<sup>11</sup> Warrick County Lincoln Route Association, p. 27.

(b) "The said (Bennett) Thompson knew the family moving from Gentryville to Illinois and on the occasion of this journey, while camping for the night near Polk Patch (now Selvin), etc."<sup>12</sup>

(c) "The trip between James Gentry's home and Enlow's Mill (Jasper), was about twenty-five miles, and it would have required about two days of steady traveling to make the journey. One camp had been made."<sup>13</sup>

While this last statement which implies a camp at some point midway between Gentryville and Jasper is not in the form of an affidavit, other affidavits which testify to the Lincolns having traveled over the route indirectly offer a camping place at this midway point.

It will be observed that three separate and distinct roads, one leading west, another northwest, and a third north, claim a first night camp of the Lincolns. It is also possible to compile many other camping places on widely separated roads running in different directions, where it is said the Lincolns camped at some time on their journey through Indiana.

The evidence which would identify certain people the Lincolns met on this trip would be of great value if there appeared to be any logical sequence in these meetings. For instance—there was a horse trade made by Thomas Lincoln in Warrick County with John Romine, another made in Daviess County with Overton Cosby, Sr., and still another in Pike County, each on different routes.<sup>14</sup>

The supposition that Abraham Lincoln's admiration for Miss Julia Evans, of Princeton, may have directed the caravan in that direction is advanced. Thomas Lincoln's Baptist brethren who lived on the route by the way of Boonville, are said to have influenced the party to travel that way. Friends of the Lincolns at Polk Patch and Hanks' relatives farther west in Indiana greeted the Lincolns. The family miller, Enlow, who often ground the grain for the family, is among those who are supposed to have met them on this memorable trip. Most of these acquaintances and relatives, however, lived on different roads and in different directions from the Spencer County location of the Lincolns.<sup>15</sup>

Then there is the dual personality of Elliot Chappell who seemed

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<sup>12</sup> Selvin Community Group, Affidavit of Fred Patberg.

<sup>13</sup> The Buffalo Trace Historical Association, p. 12.

<sup>14</sup> Warrick County Lincoln Route Association, p. 47. Daviess County Memorial Way Association, p. 21. The Buffalo Trace Historical Association, p. 76.

<sup>15</sup> Princeton Rotary, Kiwanis and Advertising Clubs, p. 17. Warrick County Lincoln Route Association, pp. 16, 59. Selvin Community Group, Affidavit of Thomas Nalley. The Buffalo Trace Historical Association, p. 13.

to have been living in two different counties and greeted the Lincolns at the same time in both locations.<sup>16</sup>

These few incidents mentioning persons and places have not been submitted in any attempt to belittle the efforts put forth by various groups to gather all the evidence available bearing on this migration but to illustrate how impossible it is to bring any considerable number of these testimonies into harmony. A statement in one of the briefs submitted expresses the sentiments of the Commission which has found these traditions "so utterly conflicting and irreconcilable as to render them of no probative value."<sup>17</sup>

After a careful and painstaking review of all the testimonial and affidavit evidence, the Commission feels that it is not able to establish, beyond the reason of a doubt, one single point in the state of Indiana which was touched by the Lincoln caravan, after it left the Spencer County home.

The Commission does not wish to imply by this statement that it questions the sincerity of any one of the large number of people who have submitted evidence for the consideration of the Commission. Furthermore, it has no reason to believe that there has been any attempt to supply evidence that did not appear to be in harmony with what the petitioning groups considered authentic testimony. The fact remains, however, that the evidence cannot be brought into harmony.

### c. AVAILABLE ROADS

The next step of the Commission called for the compiling of data which referred to the available wagon roads the Lincolns might have traveled. When they first started to study the road conditions existing in the year 1830, they thought the task of selecting the probable route over which the Lincolns traveled might be chosen by the process of elimination. This was the viewpoint of some of the contesting groups who felt that the Commission would have an easy task if it merely considered available wagon roads. But two exhibits are necessary to illustrate this inference.

"At the time the Lincolns left Indiana to go to Illinois in 1830, there was no wagon road over which the Lincolns could have traveled north from their home settlement nor from Jonesboro . . . the only practical wagon road for them to travel with their heavily loaded wagon

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<sup>16</sup> The Buffalo Trace Historical Association, p. 71. Daviess County Memorial Way Association, (d) p. 3.

<sup>17</sup> Vincennes Chamber of Commerce, p. 1.

drawn by two ox teams was west on the Corydon and Boonville road to Boonville and then north on the old Boonville and Petersburg road to Petersburg.”<sup>18</sup>

From the viewpoint of other observers a road running north was the only way for travel as is indicated by the following conclusion:

“Just as at Gentry’s home in Spencer County, there was but one way which was practical for wagon travel at that season of the year, so at Enlow’s mill there was but one way which was possible for a loaded wagon.”<sup>19</sup>

As the study of road conditions progressed, the Commission was convinced that there were many wagon roads between the Spencer County home of the Lincolns and Vincennes which the Lincolns might have followed. In fact nearly every road contending for the Lincoln route through Indiana seemed to have some superior qualifications over the other competing roads. Some of the claims for these early trails follow:

#### Yellow Banks and Buffalo Trace

“The road through Ireland, Otwell, Algiers and on to Petersburg was the oldest, the driest, the most improved, and the most thickly settled road in southern Indiana at the time.”

“The Yellow Banks Trail and the Buffalo Trace are along the highest ridge road and traversed by fewer streams than any other fifty or sixty miles in southern Indiana.”<sup>20</sup>

#### Portersville to Washington and Vincennes

“There was a state road from Rockport over the same route before the year of the Lincoln migration to Illinois. This road connected at Portersville with the best and shortest route to Vincennes. It was a good road for those days over a high and generally a dry soil.”<sup>12</sup>

#### Polk Patch and Petersburg

“Polk Patch road from Lincoln City to Petersburg is a high ridge road all the way, no creeks to cross amounting to anything to speak of until you get to Patoka River at Ferry, and the only road for Lincoln to travel, the direct road to Vincennes.”

“Now you will find evidence on all the routes but common sense

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<sup>18</sup> Warrick County Lincoln Route Association, p. 14.

<sup>19</sup> The Buffalo Trace Historical Association, p. 19.

<sup>20</sup> The Buffalo Trace Historical Association, pp. 20, 78.

<sup>21</sup> Daviess County Memorial Way Association, (d) p. 3.

will teach us that he wouldn't go twenty-five miles out of his way traveling an ox-team ten to fifteen miles a day."<sup>22</sup>

### Polk Patch, Princeton, and Vincennes

"The Lincolns knew the Fredonia road from Selvin to Princeton and the Evansville stage route to Vincennes; they knew the comparative comfort of this route at that season of the year over any other route, and as sensible men, although backwoodsmen, we must conclude that they adopted and traveled the road which entailed the least expense for ferriage, provided the driest trackage and provided the best settled way of any of the routes which they considered."

. . . "No route presents an elevated ridge traversed for such a distance as that between Polk Patch and Princeton."<sup>23</sup>

### Gentryville to Boonville and Petersburg

"We sincerely and earnestly insist that, if there were no other evidence than the record evidence herein above cited, any reasonable mind would be convinced thereby that the Lincolns traveled the well established highways westward from their home to Boonville and north from Boonville to Petersburg, which roads, as the records show, had been, for many years, worked under competent supervisors appointed by public authority, and the principal creeks had been bridged."<sup>24</sup>

Sufficient documentary evidence has been submitted in the different briefs to establish the opening and working of the following roads, any one of which might have been used by the Lincolns in moving by wagon from the Spencer County home to Vincennes in the year 1830:

- (a) Yellow Banks Trail from Rockport to Portersville.
- (b) Portersville to Vincennes via Washington.
- (c) Buffalo Trail from point on Yellow Banks Trail south of Portersville to Vincennes via Petersburg.
- (d) Troy to Vincennes via Polk Patch and Petersburg.
- (e) Fredonia to Princeton via Polk Patch.
- (f) Evansville to Vincennes via Princeton.
- (g) Corydon to Evansville via Boonville.
- (h) Boonville to Vincennes via Petersburg.

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<sup>22</sup> Selvin Community Group, Affidavits.

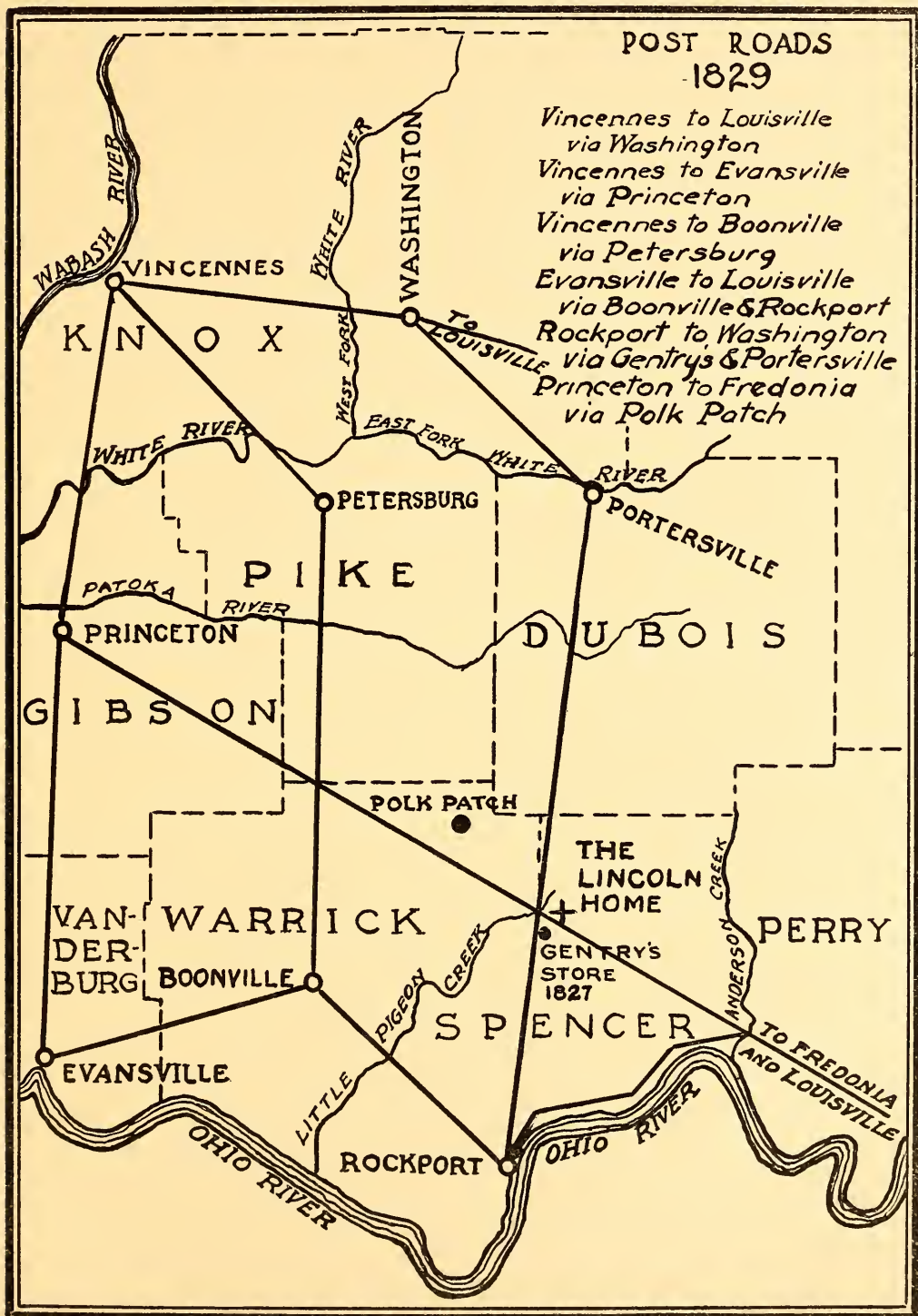
<sup>23</sup> Princeton Rotary, Kiwanis, and Advertising Clubs, pp. 13, 17.

<sup>24</sup> Warrick County Lincoln Route Association, p. 16.



d. FREQUENTLY TRAVELED ROADS

With so many possible routes under consideration it became a matter of importance to consider the frequency of travel over these roads. The first available evidence which established several of these routes as



of more or less importance was the carrying of mail between certain points. The Louisville and Vincennes trail, known by several different names, by the year 1830 had two well defined routes approaching Vincennes, known as the northern and southern routes, one passing through Washington and the other through Petersburg. This was the most used route passing through Indiana at that time. This might be called one of the earliest post roads in the state, and it was joined at Washington by another post road from Rockport passing by Gentry's store near the Lincoln home. This would establish a post road all the way from Gentryville to Vincennes.

In the *Western Sun* (Vincennes) for January 10, 1824, we read that "The United States mail stage will commence running between Vincennes and Evansville on the Ohio on the fourteenth day of July next. The hour of departure from Vincennes will be at 8:00 o'clock a. m. on Wednesday, arriving at Princeton on the same day, 5:00 p. m. Leaving Princeton on Thursday at 5:00 a. m., arriving at Evansville at 5:00 p. m." In the *Western Sun* for October 10, 1829, the mail route from Fredonia to Princeton is mentioned. This would pass by the Lincoln home, going to Princeton by the way of Polk Patch, also providing a post road the entire distance from the Lincoln home to Vincennes via Princeton.

There was also advertised in the *Wabash Telegraph* (Vincennes) of September 26, 1828, a request for proposals for carrying the mail, "From Vincennes, by Petersburg, to Boonville, once a week, 62 miles. Leave Vincennes every Wednesday at 5:00 a. m. and arrive at Boonville on Thursday by 11:00 a. m. Leave same every Thursday at 1:00 p. m. and arrive at Vincennes on Friday by 7:00 p. m." In October, 1829, however, the distance of the mail route from Vincennes to Boonville via Petersburg was given at 53 miles. There is no evidence, however, that there was a mail route from Gentryville to Boonville, the route from Louisville to Evansville passing through Rockport and Boonville caring for the mail that might be transferred at Rockport. The mail route from Fredonia to Princeton would cross both the Rockport-Portersville and the Boonville-Petersburg route and connect with the Evansville-Vincennes route at Princeton.

This system of post roads in operation before 1830 gives a survey of a series of roads in general use for the conveyance of mail at this period.

Another system of roads, and possibly more fundamental than the post roads in determining the frequency of travel, would be the roads

connecting the seats of justice in the various counties. In the year 1830 the following county-seats were connected by roads which there is every reason to believe were available for wagons: Rockport, Rome, Corydon, Portersville, Washington, Vincennes, Petersburg, Princeton, Boonville, etc. Constant travel over these roads used in approaching the county-seats and in traveling from one county-seat to another would help to improve the trails. The merchants who were operating stores at these places would need adequate roads over which to bring their stocks of goods.

Possibly a still more important factor in making well-defined and passable roads through the country was the countless caravans of covered wagons which were coming to the western country in great numbers, many of them remaining in Indiana but still others crossing the state into Illinois. In the latter instance all the trails leading to Vincennes would be utilized to the utmost. The population of Indiana increased from 63,000 at the time of the 1816 migration of the Lincolns to 341,582 at the time of the 1830 migration of the family. Of course this increase was largest in the southern part of the state, as the northern section was still a wilderness. These people in most instances moved heavily loaded wagons into and through the country, and there must have been roads over which they could travel.

The location of the general land office at Vincennes made that city one of chief importance in the Northwest for a great many years. While many of the pioneers walked, or rode a horse, to this place to secure their land patents, others who had already settled their claims and had gone back after their families drove their heavily loaded wagons by this city in order that their patents might be secured enroute.

About the beginning of the nineteenth century a settlement of people was formed near the mouth of Anderson River which soon became as prominent a place on the Ohio, as a shipping point, as its sister city in southern Indiana on the Wabash became known as a land office.

A town was established here in 1811 which later became the county seat of Perry County. After the division of the county, however, in 1818, the county seat was removed to a more centrally located point. Troy was the nearest and largest trading center for the Lincolns during most of their Indiana residence.

Three main trails reached out from Vincennes in the early days and the terminal of each one of these and their subsidiary trails was the Ohio River. To the east through Washington was Louisville, to

the south through Princeton was Evansville. The trail running midway between these roads in a southeast direction passed through Petersburg and at a point known as Polk Patch forked, one branch going to Troy and the other to Rockport and Owensboro. That these were the three great main roads of travel connecting Vincennes with the above named important Ohio River cities of that day is generally admitted.

Polk Patch, now Selvin, the junction point of the Rockport and Troy trails to Vincennes, is about ten miles from where the Lincoln family settled in 1816. The trail from Troy to Polk Patch passed about three miles northeast of their home site, and the road from Rockport to Polk Patch went by Gentry's store, a somewhat shorter distance to the southwest. Polk Patch not only became an important junction because of these two important roads uniting there, but soon roads were extended from the Polk Patch to Princeton, and to Boonville. When the Lincolns migrated through Vincennes in 1830 the Commission is of the opinion that after having lived for fourteen years midway between these branches of the main trails to Vincennes which converged at Polk Patch, they would not choose another route in preference to it.

When the town lots of Petersburg were advertised for sale in the *Western Sun* of March 15, 1817, the following account of its location was given:

"PETERSBURGH is situated one and a half miles from White River, surrounded by an extensive country of rich and fertile land, and in the centre of a large settlement of good farmers; it lies 20 miles from Vincennes & 22 from Princeton, from each of which places a public road passes through Petersburg, to Louisville, and is on a direct line from Troy, the county seat of Perry county, to Vincennes."

The significance of the town of Troy in determining the course of travel during the entire residence of the Lincolns in Indiana cannot be over estimated. The moving of the county seat from Troy did not seriously interfere with its river trade, and during a long period of years it was the largest town on the Indiana side of the Ohio River between New Albany and Evansville.

Over the Troy-Vincennes road between their home and Vincennes it is certain that three members of the Lincoln family had traveled previous to their migration. Thomas Lincoln had gone to Vincennes during the week of October 15, 1817, to enter his land. Ten years later on April 30, 1827, he was in Vincennes to release one-half of his quarter section and complete payment on the other half. Tradition

claims that Abraham Lincoln and Henry Brooner walked to Vincennes at one time and purchased a gun in partnership. Dennis Hanks, in 1829, went to the Illinois county to “spy out the land” and it is not likely that any of these men would have deviated far from the most direct line in traveling to their destination.

It appears to the Commission that no road between the place now known as Lincoln City and Vincennes could have been more often traveled by those passing between these two points than the old Troy-Vincennes road via Polk Patch and Petersburg.

### e. ROAD ELEVATIONS AND STREAMS

The season of the year in which the Lincolns migrated would cause them to give some thought to the road conditions with which they would have to contend on the several routes available. March first in southern Indiana in 1830 could not have been the most favorable time of the year to travel, although we have evidence that the year they moved was not remarkable for its high water. The *Vincennes Sun* for March 13, 1830, which came from the press about a week after the Lincolns passed through the town, contains this note about the stage of the river: “The Wabash River is up again in good navigable order and steamboats again passing. The Virginia arrived last Thursday night and after laying about two hours proceeded up bound for Lafayette.” The implication here is that the river had been low and rains having set in about the time the Lincolns reached Illinois would confirm the story of swollen streams with which the Lincolns were confronted during the part of their journey through that state.

It would appear from the briefs submitted to the Commission that any one of the roads over which the Lincolns may have traveled was a “ridge road.” A summary of the evidence follows:

(a) Yellow Bank and Buffalo Trace—“Along the highest ridge road and traversed by fewer streams than any other fifty or sixty miles in southern Indiana.”<sup>25</sup>

(b) Portersville to Vincennes via Washington—“It was a good road for those days over a high and generally dry soil.”<sup>26</sup>

(c) Lincoln City to Petersburg via Polk Patch—“A high ridge road all the way.”<sup>27</sup>

<sup>25</sup> The Buffalo Trace Historical Association, p. 12.

<sup>26</sup> Daviess County Memorial Way Association, p. 3.

<sup>27</sup> Selvin Community Group, Affidavit of George T. Woolsen.

(d) Polk Patch, Princeton, and Vincennes—"No route presents an elevated ridge traversed for so great a distance."<sup>28</sup>

(e) Boonville to Petersburg—"The principal creeks had been bridged."<sup>29</sup>

There is also evidence in these briefs which show that on every one of these routes some of the streams had been bridged by the year 1830. The crossing of the rivers was given the most serious consideration by the Cravens-Weik Commission in their report; in fact, the major points from which they drew their conclusions would come under this discussion of Road Elevation and Streams. The argument which weighed most heavily in their conclusions and the route they selected follows:

"After leaving Jasper several other routes existed over which they might have reached their destination. They could have continued their way northward to Portersville and then turned west following the Buffalo Trace, keeping on the south side of White River to Petersburg; or they might have stopped on this latter road at a point a few miles east of Petersburg called High Banks and crossed the East Fork of White River where it is fordable at times; or they might have turned to the right at Petersburg and followed the road which leads northward to Washington. In all but one of these cases, however, it would have been necessary to cross White River twice.

"The great and convincing argument in support of the Petersburg route is that it necessitated crossing White River but once. This fact was undoubtedly known to Thomas Lincoln because he had already made one round trip between Gentryville and Vincennes, and possibly another. Ferrying the rivers in those days involved more or less expense, so that people as poor as the Lincolns would naturally be inclined to avoid the outlay whenever possible."<sup>30</sup>

In the report of the Cravens-Weik Commission it will be observed that "the great and convincing argument" which finally influenced them to decide that the Lincolns went by the way of Petersburg was the necessity of crossing White River but once. The present Commission finds itself in agreement with the argument that a single crossing of the largest river enroute would be more desirable than two crossings of the stream.

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<sup>28</sup> Princeton Rotary, Kiwanis, and Advertising Clubs, p. 13.

<sup>29</sup> Warrick County Lincoln Route Association, p. 16.

<sup>30</sup> *Report of the Lincoln Highway Commission to Governor Samuel M. Ralston*, p. 15.

Next in importance to the crossing of White River the Cravens-Weik Commission considered the elevation of the traveled route and their conclusions on this point follow: "Another reason why the Lincolns chose the Jasper-Petersburg route is because the land is high—in fact a long ridge, a veritable water-shed stretches between the points named."<sup>31</sup>

It would appear from the briefs submitted to the present Commission that every road which led from the Lincolns' home to Vincennes had this peculiar advantage of a ridge road, so that this feature could not well be a determining factor in favor of the Jasper-Petersburg route to the exclusion of the other ridge roads.

## f. MILEAGE OF VARIOUS ROUTES

An excerpt from an autobiographical sketch which appears in the preliminaries of this report gives us definite information as to how the Lincolns traveled. Abraham Lincoln said: "Their mode of conveyance was wagons drawn by ox-teams, and Abraham drove one of the teams." Evidence submitted in some of the briefs hold that an ox-team could not travel more than ten or twelve miles a day with a heavily loaded wagon. This would make the matter of mileage one of serious consideration in mapping out the itinerary. While it is impossible to give an accurate mileage of the various available routes due to the fact that the road-beds were continually being changed, a fair estimate can be given of the length of the routes from the home in Spencer County to Vincennes.

Dependence cannot always be placed on the mileage given in the early reports of the distance of mail routes, as has already been illustrated. Other illustrations could be offered which would show inaccuracies in the calculations. The Commission, after carefully tracing the courses of the probable routes, submits this table as an approximate distance the Lincolns would have had to have traveled on any one of the following routes:

- (a) Via Portersville and Washington. . . . .71 miles
- (b) Via Jasper and Petersburg. . . . .69 miles
- (c) Via Polk Patch and Petersburg. . . . .55 miles
- (d) Via Polk Patch and Princeton. . . . .66 miles
- (e) Via Boonville and Petersburg. . . . .72 miles

This schedule was completed before the receipt of a similar summary submitted in the Princeton brief, and it is in close agreement

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<sup>31</sup> Ibid, p. 15.

with all but one route, via Honey Springs and Petersburg, which is not the course followed by the Polk Patch to Petersburg route.<sup>32</sup>

It will be noted that there is a difference of seventeen miles between the shortest and longest route and eleven miles between the two shortest routes. Excepting the shortest route the others do not differ in length more than six miles. In traveling hours there would not be a difference of more than half a day in four of the routes, while the shortest route would cut the traveling time nearly a day and a half over the longest route.

The Commission has not overlooked the superiority of this short route over all other routes from the viewpoint of mileage, and it is presumed that the Lincoln family gave this fact serious consideration.

### g. SECTIONS OF SUGGESTED ROUTES IN AGREEMENT

After studying the probable course of migration from all angles, it occurred to the Commission that it might be well to consider the briefs with reference to their points of agreement as to the probable route taken by the Lincolns, and tabulate the votes for the different sections.

In comparing the six briefs which present evidence bearing on the departure of the Lincolns from Spencer County, two claim the Lincolns started by the way of Jonesboro, two others trace them through Selvin, and the other two support the northern route by the way of Jasper. It appears that there is a hopeless division of opinion if an attempt is made to make deductions from this end of the migratory route.

If a comparison of the briefs is made with reference to the approach at the Wabash River, all claimants are found to be in agreement that the Lincolns finally arrived in Vincennes. Six briefs are also considered in this study. Inasmuch as one group has limited its investigations to the various approaches to Vincennes, and one group is interested only in the departure of the Lincolns from Spencer County, the number of briefs considered remains the same. The result of the findings, however, is much different. One approach by the way of Princeton is advocated, another by the way of Washington, but four are agreed that the Lincolns came by the way of Petersburg. The Jonesboro group, if they had continued their argument, also would have found it necessary to send the Lincolns by the way of Petersburg, so in reality the decision would be: one for Princeton, one for Washington, and five for Petersburg.

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<sup>32</sup> Princeton Rotary, Kiwanis, and Advertising Clubs, p. 7.



Taking Petersburg as an objective with but three groups approaching the town, two of them claim the caravan came by the way of Winslow, while one advocates the Otwell route. The Jonesboro brief again carried out to its final disposal of the Lincolns would also bring the Lincolns over the Winslow route, making the count three for Winslow and one for Otwell.

When an attempt is made to fix the favored route from Lincoln City to Winslow, the hopeless deadlock already mentioned, in trying to decide the direction of the route of exodus from the Spencer County home, is encountered. South of Winslow the Princeton route converges at Selvin with the route from Winslow via Stendal, and at Folsomville the Jonesboro and Boonville routes coincide, as some affidavits in the Jonesboro brief advocate an approach to Folsomville direct from Lynnville.

If the Commission were to establish the route solely on the unit votes of the various groups, it would in a great measure follow the route selected by the Commission.

## PART ELEVEN

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### Conclusions and Resolutions Submitted to Governor Harry G. Leslie

WITH the findings on both the 1816 and 1830 migrations before the Commission, it went into session at Evansville, Indiana, on November 13 to make its final decision as to the most likely route which the Lincolns followed in the two migrations which took them across the state of Indiana. Four of the five members, and the historian of the Commission were present. The Commission is very frank to admit that it does not have, and is thoroughly convinced that there is not now available absolute proof as to the route traveled by the Lincolns during either one of the migrations. It has come to an unanimous conclusion, however, about the location of what appears to them to be the most likely route chosen by the migrating groups.

The Commission is not unmindful that at some future time there may be discovered a manuscript which will definitely establish the actual route followed, but it believes such a document would support the route herein laid down. If there should be better evidence offered, however, which would indicate some other route through Indiana, the work of this Commission, if approved, will not be undone. The original idea in the minds of the founders of this highway was to connect the birthplace of Abraham Lincoln at Hodgenville, Kentucky, with his burial place at Springfield, Illinois, with a road passing by the Spencer County home of the Lincolns in Indiana. The present Lincoln City is on a direct line of travel between Hodgenville and Springfield, and there are no other points of interest associated with Abraham Lincoln in Indiana, except in the community of his home, that are of sufficient importance to divert the traveler from the course of his pilgrimage in the journey from Lincoln's cradle to his grave.

Having been unable to bring into harmony the reminiscences of members of the migrating group and having found the testimonies of individuals referring to points the Lincolns may have touched on the migration irreconcilable, the Commission has been obliged to rely on the following deductions made from the observations already set forth.

The conclusion of the Commission with reference to the 1816 migration was not difficult to make after the point of crossing the Ohio had been established by the Kentucky Commission as there was but one available road between the crossing point and the home site.

The 1830 migration offered many available wagon roads but it appears that the Troy-Vincennes trail must have been better known to the Lincolns than any of the other routes because of the location of their home and trips formerly made over the trail by members of the family.

While nearly all of the various routes followed ridge roads when possible, there was an advantage in the route having the minimum number of streams to cross. The Commission finds itself in agreement with the Cravens-Weik report about the advantage gained in crossing White River but once, which fact they claim was "the great and convincing argument" which brought them to their decision in favor of a route via Petersburg.

When the very important question of mileage over the various routes was considered, there was no road so favorably situated as the one through Polk Patch and Petersburg which was 11 miles shorter than its nearest competitor, and 17 miles shorter than the maximum distance of other contending routes.

The Commission is very happy to observe that its findings are more nearly in harmony with the arguments presented in the briefs of interested groups than any other single route could possibly be.

After exhaustive discussion of the question of both the 1816 and 1830 migrations, the Commission was in unanimous agreement to recommend to Governor Harry G. Leslie that the Indiana Lincoln Memorial Way pass from the terminal of the Kentucky section which ends at Hawesville, Kentucky, on the Ohio River, to that of the Illinois section beginning with the new Wabash River bridge at Vincennes, Indiana, over the following route: Cannelton, Tell City, Troy, crossing the Anderson River, all over Highway No. 66, to a point where the Old Santa Fe Trail takes off to the north and northwest. Following this trail in a general northwesterly direction through Santa Claus and striking Highway No. 162 at or near the Nancy Hanks Lincoln Memorial, thence passing through the park to Gentryville, Selvin (Polk Patch), Petersburg, Monroe City into Vincennes.

A meeting of the Commission was held in Indianapolis on December 3, 1931, at which time the one member who was absent at the

Evansville meeting concurred in the resolution respecting the Lincoln route formulated at that time.

This meeting was attended also by members of the State Highway Commission and the Department of Conservation.

Members of the three groups had for some months past been giving attention to possible features which might be introduced in building the contemplated road. Out of these deliberations at this time there was formulated a further resolution which anticipated the character the Lincoln Memorial Way should assume.

Resolved, That the Lincoln Memorial Way through Indiana should become a memorial way in fact and not merely one in name;

First, by giving special attention to the memorial aspects of the route.

Second, by insisting that the path should be one of dignity and beauty, so landscaped with native shrubs and trees as to create an atmosphere of approval.

Third, by requiring a minimum right-of-way at least 300 feet wide in sparsely settled regions so that objectionable and unsightly buildings may be prevented from encroaching on the traveled way.

Fourth, by re-ascertaining what occurred along the trail of historical significance where additional ground might be secured for proper approach and development.

Fifth, by inviting the cooperation of communities through which the highway passes in assisting in the beautification program.

Resolved, That the structures along the Lincoln Memorial Way through Indiana should have definite and characteristic expression.

First, by using parapets of rocks or distinctive and characteristically designed concrete instead of wood as guard rails, using a similar design for the construction of culverts and bridges.

Second, by obscuring telegraph, telephone, and power lines where possible.

Third, by providing camping places furnished with pure water, adequate rest-room facilities, and shelter houses.

Fourth, by so planning the road construction that if traffic demanded a three-lane pavement with wide and gently sloping berm might be provided.

These recommendations are approved by the members of the Highway Commission, the Department of Conservation and the Lincoln Memorial Way Commission.



